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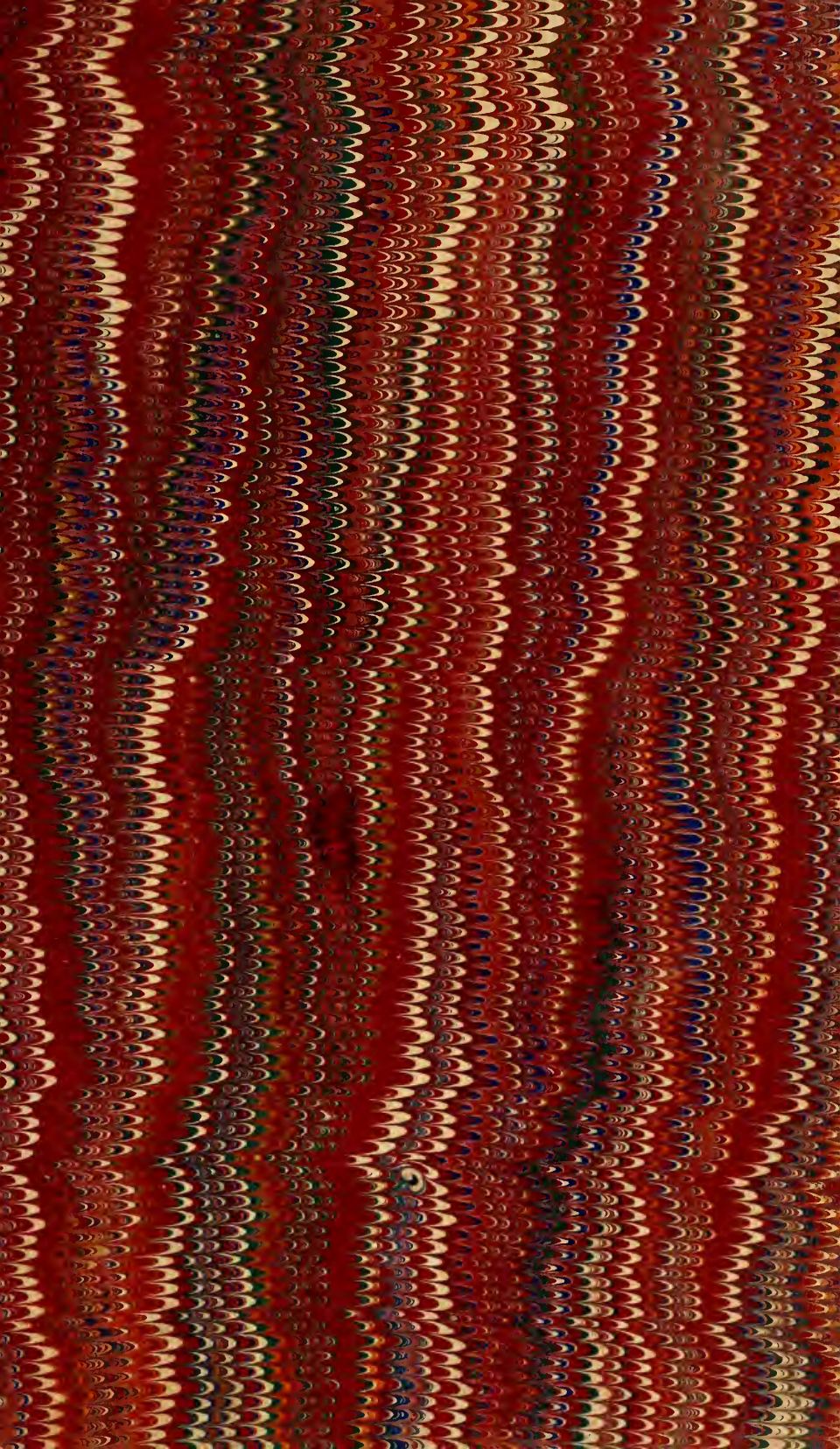

Deposited January 16. 1860
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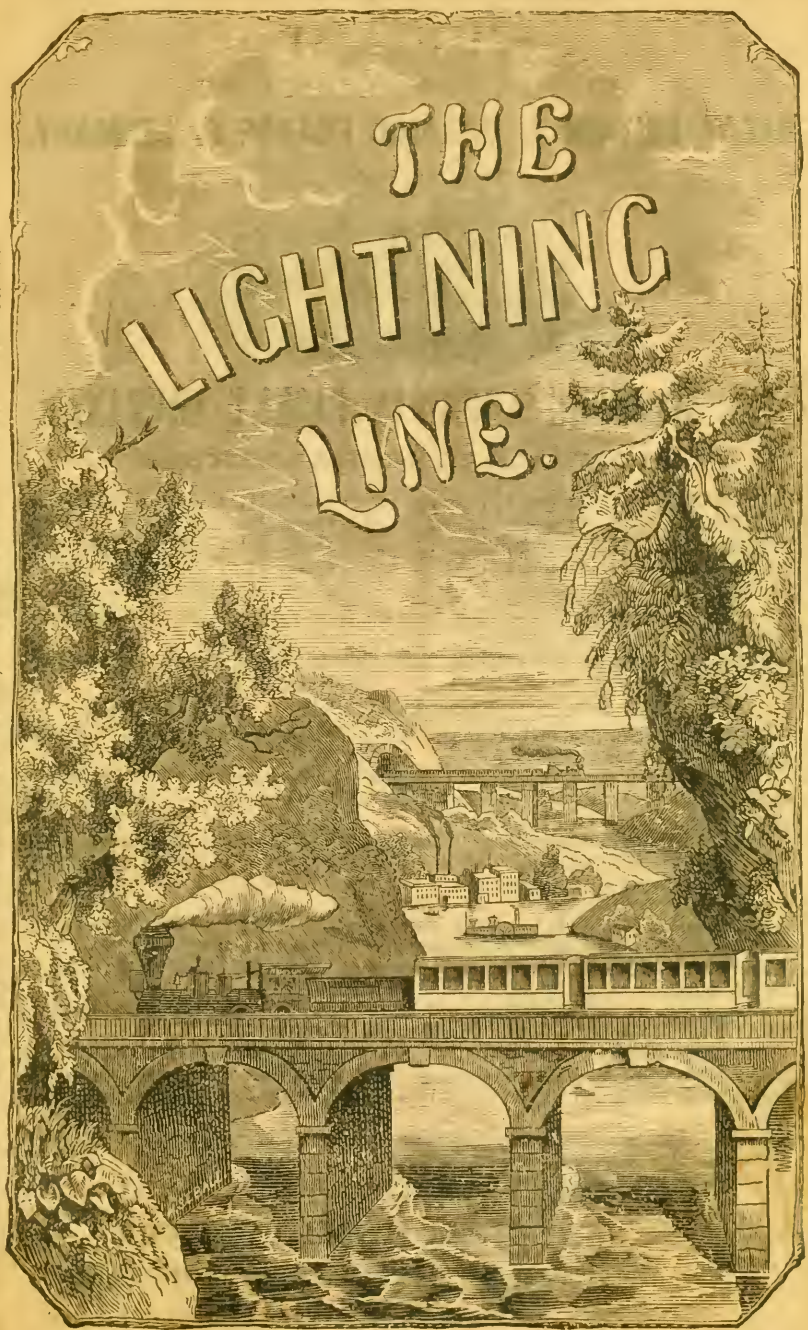


BETWEEN PHILADELPHIA, PITTSBURG AND CHICAGO.

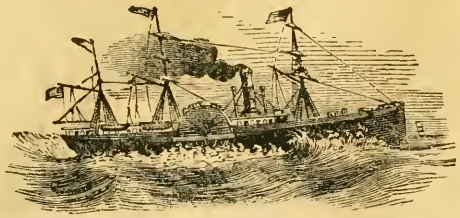
BETWEEN NEW YORK AND PHILADELPHIA.

AN ILLUSTRATED GUIDE BOOK.

STEAM

DIRECT TO ALL PARTS OF

GREAT BRITAIN & IRELAND, FRANCE & GERMANY.



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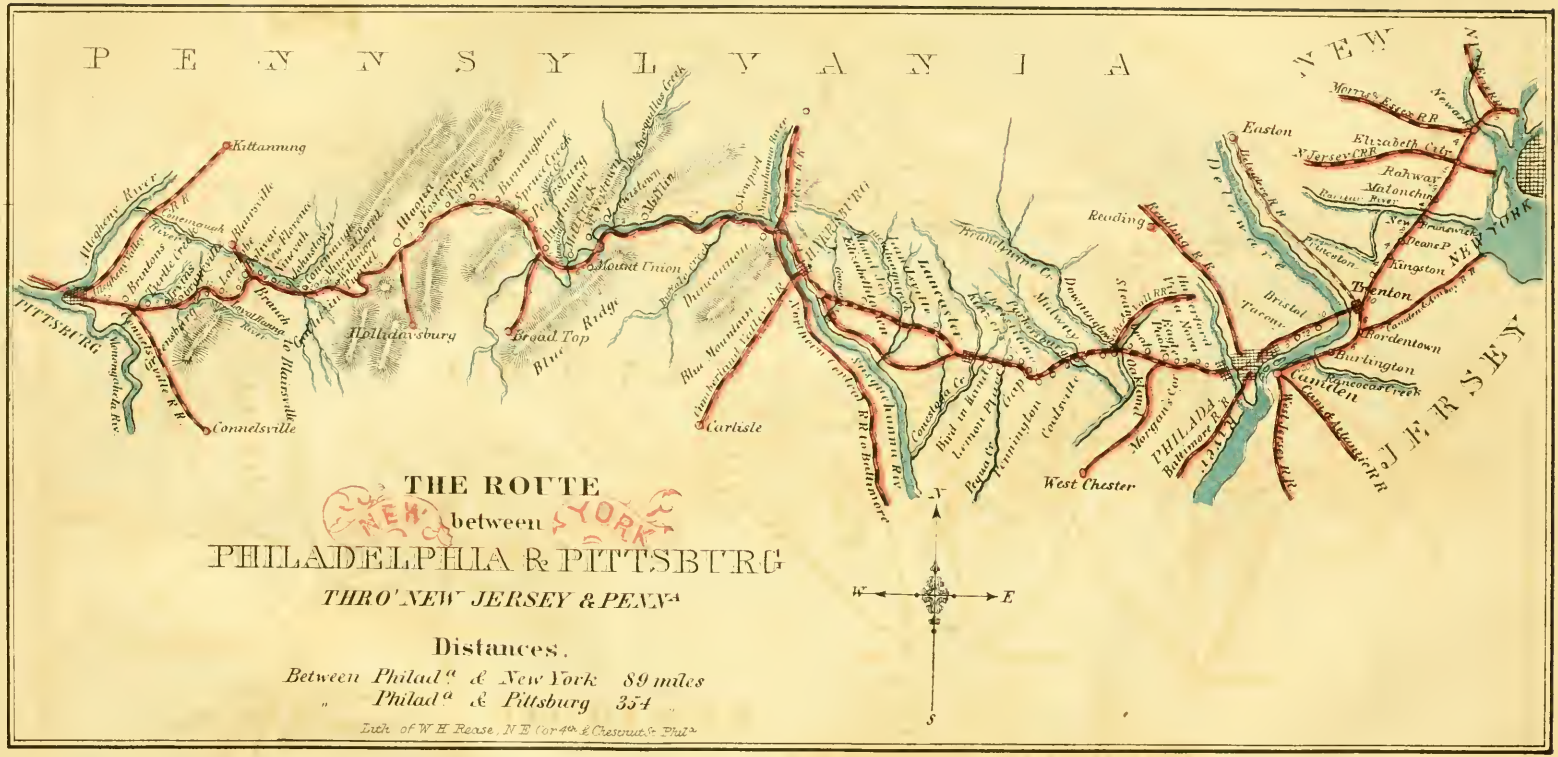

THE ROUTE
between NEW YORK
PHILADELPHIA & PITTSBURG
THRO' NEW JERSEY & PENNA

Distances.

Between Philad^a & New York 89 miles
" Philad^a & Pittsburg 354 "

Lith of W H Rease, N E Cor 4th & Chestnut Sts Phila

PITTSBURG TO CHICAGO
From Pittsburg to Crestline 188 miles
" Crestline , Fort Wayne 131 "
" Ft Wayne , Chicago 148 "
" Pittsburg , Chicago 461
LAKE MICHIGAN
MICHIGAN
CHICAGO
Milwaukee
St Paul & Fox River
Galena & Chicago Union R.R.
Michigan City
Yellow River
La Salle
Joliet
Rock Island R.R.
Matteson
Clarke
Hobart
Valparaiso
Wanatah
Morgan
English Lake
Kankakee River
Tippecanoe River
Bourbon
Plymouth
Argos
Leesburg
Warsaw
Kosciusko
Pierceton
Huntsville
Columbia
Coesse
Acola
Fort Wayne
Branch Erie R.R.
Maples
Dixon
St Mary's R.
Vanwert
Delphos
Lima
Bellefontaine
Peru
Lafayette
Western R.R.
Union City
Line
Sidney
Delaware
Toledo
Sandusky
Clyde
Cleveland
Cleveland & Pittsburg R.R.
Tuscarawas R.
Wooster
Summit
Orrville
Massillon
Akron
Canal
Louisville
Canton
Alliance
Smithfield
Mt Pleasant
Salem
Columbiana
Fairfield
Darlington
Summit Cut
Brighton
Rochester
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Frankfort
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PITTSBURG
VIRGINIA
PENNA
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Bellair
Zanesville
Newark
Central Ohio R.R.
Springfield
Columbus
Dayton
Xenia
Morrow
Cin. Wilmington & Zanesville R.R.
Little Miami R.R.
CINCINNATI
OHIO RIVER
Richland
Mansfield
Lucas
Plymouth
Shelby
Milbrook
Clayton
Hackville
Greensville
Sandusky, Mansfield & Newark R.R.
Branch of Walhonding
Crestline
Bucyrus
Upper Sandusky
Tymochtee
Big Auglaize
Blanchard's Fork
Ottawa R.
North
Findlay
Fostoria
Tiffin
Republic
Bloomville
Attica
Green Springs
Clyde
Sandusky
Toledo
Michigan City
Chicago
Illinois
Bloomington
Illinois Central R.R.
Chicago, Alton & St Louis R.R.
Decatur
Springfield
Pana
Mattoon
Terre Haute
Alton
Sandoval
St Louis
Odin
Ohio & Mississippi R.R.
Mitchell
Seymour
North Vernon
Edinburg
Columbus
Shelbyville
Indianap. Central & D. & W. R.R.
Knightstown
Greencastle
Terre Haute & Richmond R.R.
Terre Haute & St Louis R.R.
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Toledo Wabash & Western R.R.
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THE

LIGHTNING LINE.

AN

ILLUSTRATED GUIDE BOOK,

BETWEEN THE

CITIES OF NEW YORK AND PHILADELPHIA, PHILADELPHIA AND PITTSBURG, PITTSBURG AND CHICAGO.

CONTAINING

DESCRIPTIONS OF ALL OBJECTS OF INTEREST IN, AND BETWEEN THESE FOUR CITIES, ON THE LINE

OF THE

CAMDEN AND AMBOY,
NEW JERSEY,
PENNSYLVANIA CENTRAL,

AND

PITTSBURG, FORT WAYNE and CHICAGO RAILROADS.

WITH ACCURATE

TIME TABLES, RAILROAD MAPS, VIEWS OF NEW YORK, PHILADELPHIA, PITTSBURG AND CHICAGO, MAPS OF NEW YORK AND CHICAGO, ETC.

BEING AN INVALUABLE COMPANION TO THE TRAVELLER BETWEEN

THE ATLANTIC SEABOARD, PHILADELPHIA, AND THE GREAT LAKES.

☞ Orders and Communications intended for the Publisher, must be addressed only to A. KNIGHT PEDRICK,
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TIME TABLE BETWEEN NEW YORK AND CHICAGO.

STATIONS.	*Express.* A.M.	*Express.* P.M.
New York,		
Ft. Courtland St.(*a*)..	7.00	6.00
Jersey City(*b*).....	7.10	6.10
Newark,.....	7.35	6.35
Elizabeth City.....	7.45	
Rahway.....	7.55	
Uniontown.....		
Metuchin.....	8.10	
New Brunswick(*c*)....	8.20	7.20
Dean's Pond.....	8.45	7.45
Kingston.....	8.55	7.55
Princeton	9.05	8.05
Trenton.....	9.30	8.27
Bordentown..... ...	9.45	8.42
Burlington..	10.05	9.02
Camden(*d*).....	10.45	9.38
Bristol,.....		
Cornwell.....		
Tacony.....		
Walnut St. Wharf(*e*).	10.50	9.50
Philadelp'a.(*f*)	*FastLine.*	*Express.*
Leave...	11.50 A.M.	10.50 P.M.
Downingtown.....	1.14 P.M.	12.16 A.M.
Parkesburg.....	1.39	12.43
Leaman Place.....	2.08	1.15
Lancaster.....	2.34	1.41
Dillerville.....	2.37	1.44
Landisville.....	2.51	1.58
Mount Joy.....	3.00	2.09
Elizabethtown.....	3.15	2.25
Middletown	3.35	2.46
Harrisburg.....	3 55	3.10
Leave....	4.00	3.20
Cove.....	4.24	3.46
Duncannon.....	4.33	3.55
Aqueduct	4 39	4.01
Baileys.....	4.50	4.12
Newport.....	5.00	4.26
Millerstown.....	5.12	4.37
Thompsontown.....	5.22	4.47
Tuscarora.....	5.33	4.57
Mifflin.....	5.47	5.10
Lewistown	6.10	5.36
Andersons.....	6.25	5.52
McVeytown.....	6.35	6.03
Manayunk	6.45	6.12
Newton Hamilton....	6.56	6.23
Mount Union.....	7.03	6.30
Mill Creek.....	7.17	6.44
Huntington	7.30	6.56
Petersburg.....	7.43	7.10
Barree.....	7.50	7.17
Spruce Creek.....	7.55	7.25
Birmingham.....	8.09	7.40
Tyrone.....	8.16	7.48
Tipton.....	8.24	7.58
Fostoria.....	8.28	8.02
Altoona(*g*).....	8.45 P.M.	8.20 A.M.
Leave...	9.05	8.40
Kittanning Point....	9.15	8.55
Galitzin.....	9.35	9.15
Cresson	9.42	9.21
Lillys	9.48	9.28
Portage.....	9.57	9.38
Willmore.....	10.04	9.45
Summer Hill.....	10.10	9.51
Mineral Point.....	10.20	10.02
Conemaugh	10.30	10.12
Johnstown.....	10.36	10.20
Nineveh.....	10.56	10.41
New Florence.....	11.05	10.50
Lockport	11.14	11.00
Bolivar.....	11.18	11.05
Blairsville Brau'h(*h*).	11.30	11.20
Hillside	11.40	11.30
Derry	11.47	11.38
Latrobe	12.00	11.50

Trains leave New York eight times daily, from foot of Courtland St., and Pier No. 1, North River.

STATIONS.		
Beatty's.....	12.05 A.M.	11.56
George's.....	12.15	12.05 P.M.
Greensburg.....	12.25	12.15
Radebaugh's.....	12.30	12.20
Grapeville.....	12.35	12.25
Manor.....	12.42	12.33
Irvin's.....	12.47	12.42
Stuart's.....	12.57	12.53
Brinton's.....	1.10	1.05
Wilkinsburg.....	1.20	1.16
Pittsburg.(*i*)....	1.45	1.40
	Express.	*Express.*
Leave....	1.50 A.M.	1.45 P.M.
Courtney's.....	2.12	2.10
Haysville.....	2.22	2.21
Sewickley.....	2.27	2.26
Economy.....	2.42	2.42
Rochester.....	3.00	3.00
New Brighton.....	3.08	3.08
Darlington.....	3.38	3.38
Enon.....	3.51	3.51
Palestine.....	4.04	4.04
New Waterford.....	4.18	4.18
Columbiana.....	4.31	4.31
Franklin.....	4.48	4.48
Salem	4.58	4.58
Damascus.....	5.12	5.12
Smithfield.....	5.20	5.20
Alliance(*j*).....	5.33	5.33
Strasburg.....	6.03	6.03
Louisville.....	6.20	6.20
Canton.....	6.33	6.35
Massillon.....	6.55	6.55
Lawrence	7.12	7.16
Orville.....	7.32	7.41
Wooster.....	8.01	8.17
Clinton.....	8.23	8.37
Lakeville.....	8.38	8.50
Loudonville.....	8.53	9.03
Perrysville.....	9.06	9.14
Lucas	9.25	9.30
Mansfield.....	9.42	9.46
Richland.....		
Crestline.....	10.15 A.M.	10.15 P.M.
Leave....	10.30	10.40
Bueyrus.....	11.04	11.10
Nevada.....	11.27	11.30
Upper Sandusky.....	11.53	11.53
Forest.....	12.27 P.M.	12.25 A.M.
Johnstown.....	1.13	1.07
Lafayette	1.37	1.28
Lima..... ..	2.00	1.46
Delphos	2.35	2.24
Van Wert.....	3.06	3.01
Dixon	3.38	3.38
Maples.....	4.00	3.58
Fort Wayne.....	4.25	4.22
Leave....	4.40	4.27
Areola.....	4.58	4.45
Coesse.....	5.12	4.59
Columbia.....	5.25	5.13
Huntsville.....	5.42	5.29
Pierceton.....	5.51	5.38
Kosciusko.....	5.56	5.43
Warsaw	6.12	5.59
Etna Green.....	6.35	6.21
Bourbon.....	6.42	6.28
Plymouth	7.10	6.55
Leave....		8.10
Grovertown.....	7.40	7.39
Stark.....	7.51	7.49
Morgan,.....	8.27	8.23
Wanatah.....	8.35	8.31
Valparaiso..... ...	9.00	8.56
Hobart.....	9.27	9.25
Clarke	9.48	9.47
Ainsworth.....	10.14	10.13
Rock I. Junction.....	10.25	10.25
Chicago.....(*k*).	10.45 P.M.	10.45 A.M.

Mail.	
8.00 A.M.	11.12
9.40	11.23
10.09	11.35
10.47	11.42
11.17	11.48
11.21	11.57
	12.05 A.M.
	12.15
	2.30
12.44 P.M.	12.45
1.10	1.15
1.30	A.M.
2.00	
2.10	
2.19	
2.33	
2.46	
3.01	
3.14	
3.27	
3.43	
4.11	
4.29	
4.43	
4.55	
5.10	
5.19	
5.35	
5.49	
6.06	
6.14	
6.21	
6.38	
6.47	
6.58	
7.03	
7.25	
7.40	
7.55	
8.15	
8.23	
8.31	
8.41	
8.48	
8.54	
9.05	
9.17	
9.24	
9.46	
9.59	
10.11	
10.16	
10.30	
10.42	
10.52	
11.06	

Accommodation trains run between Pittsburg and New Brighton.

Through Time, from New York to Chicago, 1st Express, 39 hrs., 45 min., 2d Express, 40 hrs., 45 min.

(*a*) *Ferry Boat* over Hudson.
(*b*) *New Jersey Railroad*, between Jersey City and New Brunswick.
(*c*) *Camden and Amboy Railroad*, between New Brunswick and Camden.
(*d*) *Ferry Boat* over Delaware, then take Omnibus.
(*e*) Take Omnibus.
(*f*) *Pennsylvania Central Railroad*, between Philadelphia and Pittsburg. Leave Depot Eleventh and Market Streets. Philadelphia time is five minutes slower than New York time.
(*g*) Take meals at Altoona. Altoona time is ten minutes slower than Philadelphia time.
(*h*) Branch Railroad.
(*i*) Run into same Depot as the Pittsburg, Fort Wayne and Chicago Railroad. Change cars. Pittsburg time is twenty minutes slower than Philadelphia time.
(*j*) *Pittsburg, Fort Wayne and Chicago Railroad*, between Pittsburg and Chicago. Trains run by *Columbus* time, which is thirty-six minutes slower than New York.
(*j*) Meals at Allianee, Crestline, Fort Wayne and Plymouth.
(*k*) Chicago time is forty-nine minutes slower than Philadelphia time.
(*k*) Run into same Depot as Chicago, Alton, and St. Louis Railroad, at Canal and Van Buren streets.

TIME TABLE—CHICAGO TO PHILADELPHIA AND NEW YORK.

STATIONS.	*Express.*	*Express.*
Chicago, (*a*)	P.M.	A.M.
Leave.	7.12	6.12
Rock Island Junction.	7.30	6.30
Ainesworth	7.43	6.43
Clarke	8.10	7.09
Hobart	8.32	7.30
Valparaiso	9.00	7.55
Wanatah	9.22	8.16
Morgan	9.30	8.23
Stark	10.01	8.54
Grovertown	10.11	9.04
Plymouth	10.36	9.30
Bourbon	11.04	10.00
Etna Green	11.11	10.07
Warsaw	11.32	10.30
Kosciusko	11.47	10.47
Pierceton	11.52	10.52
Huntsville	12.01 A.M.	11.01
Columbia	12.19	11.19
Coesse	12.33	11.33
Arcola	12.47	11.47
Fort Wayne (*b*)	1.05	12.05 P.M.
Maples	1.34	12.43
Dixon	1.55	1.02
Van Wert	2.24	1.30
Delphos	2.55	1.58
Lima	3.31	2.30
Lafayette	3.52	2.49
Johnstown	4.16	3.12
Forest	5.05	3.55
Upper Sandusky	5.38	4.37
Nevada	5.59	4.50
Bucyrus	6.19	5.10
Crestline	6.50 A.M.	5.40
Leave	7.20	6.20
Richland (*c*)		
Mansfield	7.59	
Lucas	8.19	7.04
Perrysville	8.39	7.19
Loudonville	8.53	7.30
Clinton	9.26	7.57
Millbrook		
Wooster	9.50	8.17
Orrville	10.19	8.45
Massillon	10.57	9.26
Canton	11.18	9.49
Louisville	11.53	10.06
Strasburg	11.48	10.22
Alliance (*d*)	12.03 P.M.	
Leave	12.18	10.38
Smithfield	12.32	10.52
Damascus	12.40	11.00
Salem	12.53	11.13
Columbiana	1.20	11.38
New Waterford	1.32	11.50
Palestine	1.44	12.02 A.M.
Enon	1.56	12.15
Darlington	2.07	12.27
New Brighton	2.32	12.54
Rochester	2.40	1.02
Freedom		
Economy	2.57	1.19
Leet	3.07	1.28
Sewickley	3.12	1.33
Haysville	3.17	1.38
Courtney's	3.27	1.47
Pittsburg. (*e*)	4.50	2.10
	Express.	*Fast.*
Leave	4.50 P.M.	3.00 A.M.
Wilkinsburg	5.13	3.21
Brintons	5.23	3.31
Stewarts	5.33	3.41
Irwins	5.43	3.50
Manor	5.47	3.54
Grapeville	5.54	4.01
Radebaugh's	5.59	4.06
Greensburg	6.04	4.11
George's	6.11	4.18
Beatty's	6.20	4.26

Accommodation trains between Pittsburg and New Brighton.

STATIONS.			
Latrobe	6.28	4.33	7.50
Derry	6.40	4.44	8.03
Hillside	6.47	4.52	8.12
Blairsville Branch	6.55	5.00	8.22
Bolivar	7.06	5.12	8.35
Lockport	7.10	5.16	8.39
New Florence	7.20	5.25	8.49
Nineveh	7.30	5.36	9.00
Johnstown	7.52	5.56	9.22
Conemaugh	7.57	6.00	9.27
Mineral Point	8.06	6.10	9.40
Summer Hill	8.16	6.20	9.52
Willmore	8.24	6.30	10.00
Portage	8.30	6.37	10.10
Lilly's	8.38	6.47	10.23
Cresson	8.45	6.55	10.32
Gallitzin	8.52	7.04	10.40
Kittanning Point	9.10	7.24	11.00
Altoona	9.22	7.40	11.15
Leave	9.40 P.	8.00 A.M.	11.35
Fostoria	9.57	8.17	11.55
Tipton	10.02	8.22	12.00
Tyrone	10.10	8.30	12.10 P.M.
Birmingham	10.17	8.37	12.19
Spruce Creek	10.33	8.53	12.35
Barree	10.38	8.58	12.43
Petersburg	10.45	9.06	12.52
Huntington	11.00	9.21	1.10
Mill Creek	11.11	9.32	1.23
Mount Union	11.26	9.46	1.40
Newton Hamilton	11.33	9.53	1.48
Manayunk	11.45	10.05	2.02
McVeyton	11.55	10.15	2.15
Anderson's	12.06 A.M.	10.25	2.28
Lewistown	12.25	10.43	2.50
Mifflin	12.48	11.07	3.18
Tuscarora	1.02	11.20	3.33
Thompsontown	1.11	11.30	3.46
Millerstown	1.21	11.40	4.00
Newport	1.31	11.50	4.12
Bailey's	1.40	12.00	4.25
Aqueduct	1.50	12.10 P.M.	4.39
Duncannon	1.58	12.18	4.50
Cove	2.07	12.26	5.00
Harrisburg	2.30	12.50	5.30
Leave	2.40	1.05	5.50
Middletown	3.01	1.25	6.12
Elizabethtown	3.23	1.45	6.35
Mount Joy	3.38	2.00	6.50
Landisville	3.48	2.10	7.02
Dillerville	4.03	2.25	7.18
Lancaster	4.08	2.30	7.25
Leaman Place	4.35	2.56	7.55
Parkesburg	5.07	3.23	8.30
Downingtown	5.37	3.50	9.00
Philadel'a. (*f*)	6.50 A.M.	5.00 P.M.	10.25 P.M.
Leave for			
Camden (*g*)	9.00 A.M.	6.00 P.M.	
Burlington	10.05	7.00	
Bordentown	10.28	7.25	
Trenton	10.43	7.43	
Tacony			
Cornwell's			
Bristol			
Trenton			
Princeton	11.07	8.07	
Kingston			
Dean's Pond			
New Brunswick	11.55	8.55	
Metuchin			
Uniontown			
Rahway	12.20	9.20	
Elizabeth City	12.30	9.30	
Newark	12.40	9.40	
Jersey City	1.05	10.05	
Foot Courtland street.	1.15 P.M.	10.15 P.M.	
New York. (*h*)			

Eight Daily trains leave Philadelphia from Walnut Street wharf, running by way of South Amboy, and also by way of Trenton and New Brunswick.

Through Time, from Chicago to New York, 1st Express, 39 hrs., 48 min., 2d Express, 40 hrs., 48 min.

(*a*) Depot Canal and Van Buren streets,
(*a*) *Pittsburg, Fort Wayne and Chicago Railroad* to Pittsburg.
(*b*) Stop — minutes *at* Fort Wayne, for meals.
(*c*) Trains run by Columbus time, which is thirty-six minutes slower than New York.
(*d*) Meals at Alliance, Crestline, and Altoona.
(*e*) Run into Depot of Pennsylvania Central Railroad—change cars.
(*e*) Pittsburg time is twenty-nine minutes faster than Chicago time.
(*e*) *Pennsylvania Central Railroad,* from Pittsburg to Philadelphia.
(*f*) Omnibus from Depot and Ferry Boat over Delaware.
(*g*) *Camden and Amboy Railroad,* to New Brunswick and New York.
(*f*) Philadelphia time is forty-nine minutes faster than Chicago time.
(*h*) New York time is fifty-four minutes faster than Chicago time.

DIVERGING RAILROADS.

The following RAILROADS diverge, at the points named, from the great Central Line between New York and Chicago:

Newark.—Morris and Essex Railroad, for Hackettstown, (53 miles.)
Elizabeth City.—New Jersey Central Railroad, for Easton (62 miles) and Elizabethport, (2 miles.)
Trenton.—Belvidere and Delaware Railroad, for Easton, (64 miles.)
" Philadelphia and Trenton Railroad, for Philadelphia, (30 miles.)
Burlington.—Burlington and Mt. Holly Railroad, for Mt. Holly, (6 miles.)
Camden.—West Jersey Railroad, for Woodbury, (9 miles.)
" Camden and Atlantic, for Atlantic City, (61 miles.)
Philadelphia.—Philadelphia and Reading Railroad, for Reading and Pottsville, (94 miles.)
" Philadelphia and Baltimore Railroad, for Baltimore, (98 miles.)
" North Pennsylvania Railroad, for Bethlehem (52 miles) and Doylestown, (33 miles.)
" West Chester Railroad, for West Chester, (27 miles.)
" Philadelphia and Norristown Railroad, for Germantown (7 miles) and Norristown, (17 miles.)
" Philadelphia and Trenton Railroad, for Trenton, (30 miles.)
Harrisburg.—Cumberland Valley Railroad, for Carlisle (34 miles) and Chambersburg, (52 miles.)
" Northern Central Railroad, for Sunbury (54 miles) and Baltimore, (82 miles.)
" Lebanon Valley Railroad, for Reading, (54 miles.)
" Schuylkill and Susquehanna Railroad, for Auburn, (59 miles.)
Huntington.—Huntington and Broad Top Railroad, for Bedford, (31 miles.)
Altoona.—Penn'a Branch Railroad, for Hollidaysburg, (7 miles.)
Intersection.— do. do. for Indiana, (19 miles.)
Pittsburg.—Allegheny Valley Railroad, for Kittanning, (44 miles.)
" Connelsville Railroad, for Connelsville, (60 miles.)
Rochester.—Cleveland and Pittsburg Railroad, for Wheeling, (65 miles.)
Alliance.— do. do. for Wellsville (45 miles) and Cleveland, (56 miles.)
Orrville.—Cleveland and Cincinnati Railroad, for Cleveland (64 miles) and Millersburg, (23 miles.)
Mansfield.—Sandusky and Newark Railroad, for Sandusky (54 miles) and Newark, (62 miles.)
Crestline.—Bellefontaine Line, for Indianapolis, (206 miles.)
" Cleveland, Columbus and Cincinnati Railroad, for Cleveland (75 miles) and Columbus, (60 miles.)
Forest.—Sandusky, Dayton and Cincinnati Railroad, for Sandusky (61 miles) and Dayton (93 miles.)
Lima.—Dayton and Michigan Railroad, for Dayton (71) and Toledo, (70 miles.)
Fort Wayne.—Toledo, Wabash and Western Railroad, for Toledo (94 miles) and Springfield, (269 miles.)
Roselle.—New Albany and Salem Railroad, for Michigan City (21 miles) and New Albany, (267 miles.)
Rock Island Junction.—Chicago and Rock Island Railroad, for Rock Island (182 miles) and Iowa City, (238 miles.)
Chicago.—Chicago and Milwaukee Railroad, for Milwaukee, (85 miles.)
" Alton and St. Louis Railroad, for St. Louis, (281 miles.)
" Galena and Chicago Union Railroad, for Dubuque, (188 miles.)
" Illinois Central Railroad, for Cairo, (365 miles.)
" Michigan Central Railroad, for Detroit, (284 miles.)
" St. Paul and Fond du Lac Railroad, for Prairie du Chien, (229 miles.)
" Burlington and Quincy Railroad, for Burlington (210 miles) and Quincy, (268 miles.)
" Michigan Southern Railroad, for Toledo, (244 miles.)
" Chicago and Northwestern Railroad, for Oshkosh, (194 miles.)
" Chicago, Fulton and Iowa Line Railroad, for Fulton, (136 miles.)

LAWS GOVERNING RAILROAD TRAVELLERS.

The traveller may rely upon the following rules. They are severally based upon legal decisions:

1st. Tickets are good only during the time for which they are issued.

2d. Railroad Companies can exact extra fare from passengers who do not purchase their tickets in the offices.

3d. Tickets *must* be shown to the conductor as often as required.

4th. The right of the Companies to place passengers in such cars of the train as they may designate, cannot be questioned.

5th. Railroad Companies cannot be held responsible for the safety of baggage left on the seats of passenger cars.

6th. Railroad Companies assume the responsibility of taking care of baggage only when they give to the owner their check therefor; and they can limit that responsibility to a certain amount.

7th. Violation of the proper rules of the train (such as standing on the platform, &c.,) debars the passenger from recovering for any accident which may happen to him.

8th. Damages may be recovered for injuries resulting from the carelessness or ignorance of any of the employees of the company, or by the neglect of that company to retain its cars, machinery, &c., in proper travelling order.

9th. Passengers who are permitted to ride on freight trains, and pay the company or its agents therefor, can recover for accidents resulting from the causes already mentioned.

10th. The General Railroad Law of the State of Pennsylvania prohibits companies from charging more than three cents per mile for through, and three and a half cents per mile for local, travel.

11th. Residents, who allow their cattle to encumber the tracks of railroads, are liable for any damages which may result to the property of the company.

Both Court decisions and legislative enactments have, as yet, failed to *accurately* define the rights of travellers, and the liability of companies. In different parts of the Union, opinions diametrically the opposite of each other have been given, on certain points. The above rules are among those which have been most clearly defined.

THE TIME AT THE PRINCIPAL CITIES OF THE UNITED STATES.

As compared with Noon at New York.

NOON AT NEW YORK.

Augusta,	11 30 A.M.	Charleston,	11 37 A.M.	Pittsburg,	11 35 A.M.
Boston,	12 12 P.M.	Detroit,	11 24 A.M.	Philadelphia,	11 55 A.M.
Buffalo,	11 42 A.M.	Halifax,	1 06 P.M.	Portland,	12 15 P.M.
Burling'n, NJ.	11 57 A.M.	Harrisburg,	11 49 A.M.	Richmond,	11 46 A.M.
Baltimore,	11 50 A.M.	Indianapolis,	11 15 A.M.	St. Paul,	10 45 A.M.
Columbus,	11 25 A.M.	Lancaster, Pa.,	11 51 A.M.	St. Louis,	10 55 A.M.
Cleveland,	11 30 A.M.	Louisville,	11 14 A.M.	Toronto, Can.,	11 39 A.M.
Chicago,	11 06 A.M.	Milwaukee,	10 55 A.M.	Trenton,	11 58 A.M.
Cincinnati,	11 19 A.M.	Newark, N. J.,	11 59 A.M.	Wheeling,	11 33 A.M.
Columbus, O.,	11 24 A.M.	New Orleans,	10 56 A.M.		

NOON AT CHICAGO.

Boston,	1 06 P.M.	Detroit,	12 18 P.M.	Philadelphia,	12 49 P.M.
Buffalo,	12 36 P.M.	Halifax,	2 00 P.M.	Portland,	1 09 P.M.
Baltimore,	12 44 P.M.	Indianapolis,	12 09 P.M.	St. Louis,	11 49 A.M.
Cleveland,	12 24 P.M.	New York,	12 54 P.M.	Toronto, Can.,	12 33 P.M.

ALMANAC FOR 1860.

1860.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				
FEB.	..	..	..	1	2	3	4
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	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29			
MAR.	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
APR.	1	2	3	4	5	6	7
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	22	23	24	25	26	27	28
	29	30					

1860.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
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	20	21	22	23	24	25	26
	27	28	29	30	31		
JUNE,	..	..	..	..	..	1	2
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	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
JULY,							
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	22	23	24	25	26	27	28
	29	30	31				
AUG.	..	..	..	..	1	2	3
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	

1860	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
SEP.	..	..	..	..	..	..	1
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	23	24	25	26	27	28	29
	30						
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	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31			
NOV	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	
DEC.	..	..	..	..	..	..	1
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	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31					

RE-ORGANIZATION.

Since the issue of this work from press, the PITTSBURG, FORT WAYNE AND CHICAGO RAILROAD has passed into the hands of the following named gentlemen:

President—J. Edgar Thomson.
President pro tem. and Gen. Supt. } George W. Cass.
Receiver—Wm. B. Ogden, Chicago.
Auditor—G. D. Messler, Pittsburg.
Treasurer—J. P. Henderson, "
General Pass. Agent—J. J. Houston.

RAILROAD OFFICERS.

CAMDEN AND AMBOY RAILROAD.

E. A. Stevens, President, New York. Wm. H. Gatzmer, Agent, Philadelphia; J. Bliss, Agent, New York. R. S. Van Rennselaer, General Superintendent, Bordentown. S. V. Bayard, Sec'y.

NEW JERSEY RAILROAD.

J. S. Darcy, President, Newark, N. J. J. P. Jackson, Vice-President and Superintendent, and J. W, Woodruff, Assistant Superintendent, Jersey City, N. J.

PENNSYLVANIA CENTRAL RAILROAD.

President, J. Edgar Thomson. Vice-President, Wm. B. Foster, Jr. Treasurer, Thomas T. Firth. Secretary, Edmund Smith. Controller and Auditor, Herman J. Lombaert. General Superintendent, Thomas A. Scott. General Ticket Agent, Lewis L. Houpt. General Freight Agent, E. J. Sneeder. Assistant Superintendents. George C. Franciscus. A. L. Roumfort. A. Carnagie. Resident Engineer, W. H. Wilson. Master of Machinery, George W. Grier. Foreman of Car Shops, Ambrose Ward. Engineer and Superintendent of Canal Department, Thomas T. Wierman.

PITTSBURG, FORT WAYNE AND CHICAGO RAILROAD.

J. Edgar Thomson, Pres't, Philadelphia, Pa. T. Haskins Du Puy, Acting Pres't, Pittsburg, Pa. John B. Anderson, General Superintendent, Chicago. Jos. H. Moore, Superintendent Esstern Division, Crestline. J. N. Dubarry, Superintendent Western Division. A. Adams Bean, Master Transportation, Eastern Division. John J. Houston, General Freight and Passenger Agent, Pittsburg, Pa.

ST. LOUIS, ALTON AND CHICAGO RAILROAD.

President, J. A. Matteson. Gen'l Superintendent, R. E. Goodell, Bloomington, Ill. Ass't Superin't, N. H. Moore. Gen'l Ticket Agent, S. A. Williams.

CLEVELAND AND PITTSBURG RAILROAD.

J. N. McCullough, President and Superintendent. C. E. Gorham, Assistant Superintendent. E. Rockwell, Secretary. W. W. Chandler, General Freight Agent. F. R. Myers, General Ticket Agent, Cleveland, Ohio.

HUNTINGDON AND BROAD-TOP RAILWAY.

L. T. Watson, President, Philadelphia. J. J. Lawrence, Superintendent, Huntingdon.

CUMBERLAND VALLEY RAILWAY.

Fred. A. Watts, President, Carlisle, Pa. O. N. Lull, Superintendent, Chambersburg.

NORTHERN CENTRAL RAILWAY.

John S. Gittings, President, Baltimore. A. B. Warford, Superintendent, Harrisburg. John T. Rigney, Assistant Superintendent. R. S. Hollins, Secretary. J. S. Leib, Treasurer, Baltimore Md. J. H. Warner, Ticket Agent.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILWAY.

Samuel M. Felton, President and Superintendent. E. Q. Sewall, Jr., General Ticket Agent. H. F. Kenney, General Freight Agent. Charles Graaf, Secretary, Philadelphia, Pa.

PITTSBURG, COLUMBUS AND CINCINNATI RAILWAY.

Hon. T. L. Jewett, President and General Superintendent. J. D. Layng, Assistant Superintendent. J. G. Morris, Secretary and Treasurer. L. Devenny, General Freight Agent, Steubenville, Ohio. Ira A. Hutchinson, General Ticket Agent, Columbus, Ohio.

SANDUSKY, DAYTON AND CINCINNATI RAILWAY.

Oran Follett, President. John H. Hudson, Superintendent, Sandusky. M. G. Clapp, Ticket Agent.

OHIO AND MISSISSIPPI RAILWAY.

H. Bacon, President of Eastern Division, St. Louis. S. L. M. Barlow, President Western Division, New York. Wm. H. Clement, General Superintendent, Cincinnati, Ohio. T. Lough, General Freight Agent, Cincinnati, Ohio. Capt. George W. Ford, General Ticket Agent, St. Louis, Mo.

BELLEFONTAINE RAILROAD LINE,

Composed of the Bellefontaine and Indiana, and Indianapolis, Pittsburg and Cleveland Railways.

JOHN BROUGH, President and General Superintendent, Cleveland, Ohio. JOHN CANEY, Assistant Superintendent, Bellefontaine. L. S. ELLIOTT, General Agent. J. F. BOYD, General Ticket Agent. E. S. SPENCER, General Freight Agent. L. S. ELLIOTT, General Travelling Agent, Indianapolis.

CLEVELAND, COLUMBUS AND CINCINNATI RAILWAY.

L. M. HUBBY, President, Cleveland, Ohio. E. S. FLINT, Superintendent, Cleveland, Ohio. H. C. MARSHALL, General Ticket Agent, Cleveland, Ohio.

TERRE HAUTE, ALTON AND ST. LOUIS RAILWAY.

WM. D. GRISWOLD, President and General Superintendent, Terre Haute, Ind. HENRY C. MOORE, Superintendent Western Division, St. Louis, Mo. JOHN W. CONLOGUE, Superintendent Eastern Division Terre Haute, Ind. R. TONSEY, Secretary and Treasurer, Terre Haute, Ind. H. Q. SANDERSON General Ticket Agent.

IL INOIS CENTRAL RAILWAY.

WM. H. OSBORNE, President, New York city. G. B. MCCLELLAN, Vice-President, Chicago, Ill. J. C. JACOBS, Superintendent Northern Division, Amboy, Ill. W. R. ARTHUR, General Superintendent, Chicago, Ill. ROBERT FORSYTH, General Freight Agent. W. P. JOHNSON, General Passenger Agent, Chicago, Ill.

CHICAGO, BURLINGTON AND QUINCY RAILWAY.

JAS. S. JOY, President, Chicago, Ill. C. G. HAMMOND, Superintendent, Chicago, Ill. H. HITCHCOCK, Assistant Superintendent, Galesburg, Ill. C. W. MEAD, Assistant Superintendent, Quincy, Ill.

TOLEDO, WABASH AND WESTERN RAILWAY.

A. BOODY, President, New York City. W. COLBURN, Vice-President. GEO. H. BURROWS, General Superintendent. G. W. BARTLETT, General Ticket Agent, Toledo.

GREAT WESTERN (ILL.) RAILWAY.

L. TILTON, President, Springfield, Ill. B. STOCKWELL, Jr., Superintendent, Springfield. C. A. WILSON, General Ticket Agent, Springfield, Ill.

CHICAGO AND ROCK ISLAND RAILWAY LINE,

Composed of Chicago & Rock Island, Peoria & Bureau Valley, and Mississippi & Missouri Railways.

HENRY FARNUM, President Chicago and Rock Island Railway, Chicago. JOHN A. DIX, President Mississippi and Missouri Railway, New York. JOHN F. TRACY, General Superintendent, Chicago. W. H. WHITMAN, Assistant Superintendent, Rock Island. W. L. ST. JOHN, General Ticket Agent, Chicago. J. L. ELWOOD, General Freight Agent, Chicago.

CENTRAL OHIO RAILWAY.

H. J. JEWETT, President and Superintendent, Zanesville, Ohio. J. W. BROWN, General Ticket Agent, and D. S. GRAY, General Freight Agent, Columbus, Ohio.

TERRE HAUTE AND RICHMOND RAILWAY.

E. J. PECK, President and Superintendent. C. WOOD, Secretary, Terre Haute, Ind.

GALENA AND CHICAGO UNION RAILWAY.

W. L. NEWBERRY, President. WM. H. BROWN, Vice-President. E. B. TALCOTT, General Superintendent. H. H. PORTER, General Ticket Agent. A. W. ADAMS, General Freight Agent. W. M. LARRABA, Secretary. HENRY TUCKER, Treasurer. GEO. M. WHEELER, Auditor.

LITTLE MIAMI, AND COLUMBUS AND ZENIA RAILWAY.

J. STRADER, President L. M. R. R., Cincinnati. W. DENNISON, Jr., President C. & Z. R. R., Columbus JOHN KILGOUR, Secretary L. M. R. R., Cincinnati. CYRUS FAY, Secretary C. & Z. R. R., Columbus JOHN DURAND, Superintendent, Cincinnati, Ohio. O. S. PEASE, Master Transportation.

PACIFIC RAILWAY.

D. B. GARRISON, Vice-President. T. MCKISSOCK, Superintendent. E. W. WALLACE, Gen. Ticket Agent.

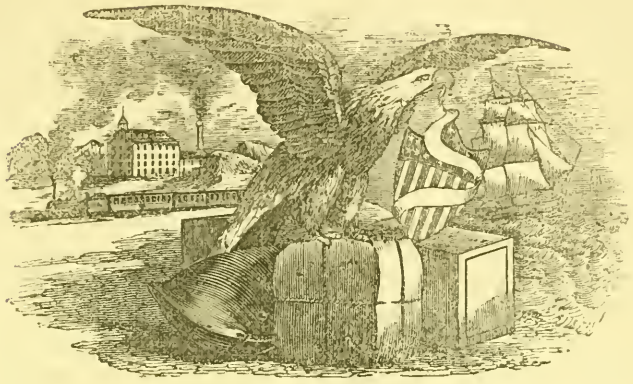
MOBILE AND OHIO RAILROAD.

Hon. MILTON BROWN, Pres't. L. J. FLEMING, Chief Engineer and Gen. Sup't, Mobile, Ala

BIRDS EYE VIEW OF THE CITY AND COUNTY OF NEW-YORK WITH ENVIRONS.

THE LIGHTNING LINE

BETWEEN NEW YORK, PHILADELPHIA, PITTSBURG AND CHICAGO.



NEW YORK CITY.

Mynheer Hendrick Hudson, when he sailed up the river which now bears his name, in the good old-fashioned days of 1609, never dreamed, that upon its banks would rise a city of stupendous magnitude. He saw only a nearly level tract of land wearing the appearance of a Peninsula, but in fact an Island. But, Hendrick, a portion of whose previous years had been spent among the polar bears of the Greenland coast, probably thought the spot sufficiently attractive, to make a favorable report to his employers—the Dutch East India Company. The consequence was, the exportation of a lot of genuine Dutchmen, who palavered with the Indians in the most incomprehensible manner, and, after the lapse of forty-four years, found themselves in possession of one hundred and twenty dwellings constituting "New Amsterdam." The Duke of York, in 1664, with a remarkable lack of politeness, seized the place, and "*presto*," it became "New York." It once again passed into the hands of the original proprietors, but they retained it but for a single year. Finally in 1783, the Spirit of Liberty determined that the British should yield it up to be a great Commercial Metropolis of this fast Country. Forthwith colonizers flocked thick and fast, and at the present day the city covers a space nearly fourteen miles long and two miles wide. So much for the history of New York.

BIRD'S-EYE VIEW OF NEW YORK.

On Broadway, in the centre of the Park, stands the City Hall, to the new cupola of which the stranger can ascend. The old cupola was destroyed by fire on the celebration of the laying of the Atlantic Telegraph Cable in 1859. From here a bird's-eye view can be obtained of the city. To the south, the Battery, with Castle Garden, (the emigrant depot,) terminates the Peninsula, beyond which lies New York Bay—the waters of which lave Long Island on the left, and the shores of Hudson County, New Jersey, on the right. To the extreme south, is Staten Island with its heights. Over the East River is Brooklyn, with its spires, domes, merchant's palaces and private buildings, bidding fair to follow in the footsteps of its great predecessor. Almost adjoining it, on a prominent point of land, is Williamsburg, a city in itself. Turning from these, and looking at an exactly opposite point of the compass, over the Hudson River find Jersey City, with the immense arched depot of the New Jersey Railroad Company in its foreground. Between all these places and the forest of masts which mark the outline of the New York wharves, steamboats ply continually. Innumerable vessels bound for ports far over distant waters, whiten the Bay with their sails, or darken the atmosphere with puffs of smoke from their mighty engine fires. It is these floating monarchs, with their many-colored flags, which have made the "Empire City" what it is—which have supplied wealth to build up the palaces of Broadway—of Wall street, and of the Avenues—which have created stupendous warehouses, steepled churches, and brilliant theatres.

PUBLIC BUILDINGS, &C., OF SPECIAL INTEREST.

City Hall—Park. Is 216 feet long, by 105 feet wide.

Custom House. Wall & Nassau streets. Cost $1,200.000.

Merchant's Exchange. Wall st. opposite Custom House. Cost $1,800.000.

Post Office. Nassau and Liberty streets. Open from 8 A. M. to 6½ P. M.

U. S. Assay Office. 30 Wall street. Open on Wednesdays from 10 A. M. to 12 M.

Blind Institution. 9th Avenue near W. 34th street. Open Tuesdays from 9 A. M. to 6 P. M.

House of Refuge. Randall's Island. Open at all times.

Penitentiary. Randall's Island. 2d Monday in April, July, October and January.

Free Academy. Corner E. 23d street and Lexington Avenue.

Young Men's Christian Association. 817 Broadway. Open daily 8½ A. M. to 10 P. M.

Mercantile Library. Astor Place.

City Library. 12 City Hall. Free to all from 10 A. M. to 4 P. M.

Trinity Church. Broadway, cor. Rector street. Cost $400,000.

Grace Church, (white marble.) 800 Broadway.

Five Points House of Industry. No. 155 Worth street.

Newsboy's Lodging House. 128 Fulton st.

New York Home Missionary Society. Five Points.

New York University. Washington Sq. near Waverly Place.

Greenwood Cemetery. Gowanus Heights. Brooklyn, (Atlantic Ferry.)

Croton River Reservoir. 44 miles north of city.

Distributing Reservoir. Fifth Avenue and Fortieth street.

THEATRES, &c.

Academy of Music, East 14th and Irving Place.
Winter Garden.
Niblo's Garden, Broadway.
Laura Keene's Theatre, Broadway.
Wallack's Theatre, Broadway.
Bowery Theatre, Bowery.
New Bowery Theatre, Bowery.
Barnum's Museum, opposite City Hall.
French Theatre, Broadway, opposite Metropolitan.
German Theatre, 37 and 39 Bowery.

CITY RAILROADS.

Harlem Railroad. From Park Row to Centre, to Grand, to Bowery, to 4th avenue, to East 27th street, returning through Broome to Centre, to Park Place. Fare 5 cts.

Eighth Avenue Railroad. Vesey to Church, to Chambers, to West Broadway, to Canal, to Hudson, to 8th avenue, to West 59th street, returning same way. Fare 5 cts.

Sixth Avenue Railroad. Vesey to Church, to Chambers, to West Broadway, to Canal, to Varrick, to Carmine, to 6th avenue, to West 59th street, returning same way. Fare 5 cts.

Third Avenue Railroad. Ann to Park Row. to Chatham, to Bowery, to Third avenue, to Yorkville, returning same way. Fare 6 cts.

TELEGRAPH OFFICES.

To Albany and East 21 Wall street.
City Telegraph, " "
New York and Erie " "
Sandy Hook " "
West and North " "
New England 23 "
Washington " "
New Orleans " "

LIBRARIES.

Astor, Lafayette Place. Free.
Apprentices, 472 Broadway.
City, City Hall. Free.
Catholic, 809 Broadway.
American Institute, Cooper Institute.

PROMINENT NEWSPAPERS.

New York Herald, Nassau and Fulton Sts.
" Tribune, 154 Nassau street.
" Times, Spruce and Nassau Sts.
" Post, Nassau and Liberty Sts.
New York Sun, 91 Nassau, 124 Fulton Sts.
Courier and Inquirer, 162 Pearl and 273 Broadway.
Express, 13 Park Row.
Staats Zeitung (German) 17 Chatham Sts.
Journal of Commerce, 91 Wall street.
News, 41 Park Row.
New York Democrat (German) 77 Chatham street.
Dispatch, 22 Beekman street.
American Railroad Journal, 9 Spruce St.
Courier Des Etats Unis (French) 73 Franklin street.
Harper's Weekly, 331 Pearl.
The Independent, 5 Beekman.
New York Ledger, 44 Ann Street.

MAGAZINE OFFICES.

Harper's Monthly, 331 Pearl street.
Hunt's Merchants' 142 Fulton street.
Great Republic, 112 William street.
Leslie's New Family, 13 Frankfort.
Edinburg Review, 54 Gold street.
Blackwood's, 54 Gold street.
Eclectic, 5 Beekman street.
Knickerbocker, 16 Jacob street.
London Art Journal, 26 John street.
" Quarterly Review, 54 Gold.
North British " "
Phrenological Journal, 308 Broadway.
Westminster Review, 54 Gold street.

FERRIES.

To Brooklyn from Catharine slip.
" " Fulton street.
" " Roosefelt street.
" " Wall street.
" " Whitehall.
To Jersey City from foot Courtland St.
To Hoboken " Barclay street.
" " Canal street.
" " Christopher St.
To Staten Island " Whitehall.
To Williamsburg " Grand street.
" " Houston street.
" " Peck slip.
" " James street.
To Elizabethport from Pier No. 2 North River.
Greenpoint from foot 10th street.
Hamilton avenue from foot Whitehall.
Fort Lee, Pier 43 North River.
To Calvary Cemetery from foot E. 23d St.

RAILROAD PASSENGER DEPOTS.

For Philadelphia, (New Jersey Railroad) Foot Courtland street.
For Philadelphia, (Camden and Amboy Railroad) Pier No. 1 North River.
For Easton (New Jersey Central Railroad) Pier No. 2 North River.

For Jamaica, (Long Island Railroad) South Ferry, foot Whitehall.
For Albany, (Hudson River Railroad) Canal and West Streets.
For Morristown, (Morris and Essex) Foot Courtland street.
For Dunkirk, (New York and Erie Railroad) Foot Duane street.
For Harlem and Albany (New York and Harlem Railroad) 4th avenue and East 26th street.
For New Haven (New York and New Haven) 4th Av. and East 27th St.
For Boston, Pier No. 2 North River.

EPISCOPAL CHURCHES.

Annunciation, 110 West 14th street.
All Saints, 286 Henry street.
All Angels, W. 81st st. and 11th Avenue.
Astor Place Mission, Clinton Hall.
Ascension, 5th Avenue and 10th street.
Anglo-American, 76 West 26th street.
Calvary, 4th Avenue and E. 21st street.
Chapel, foot of Laight, North River.
Christ Church, 5th Ave. and E. 35th st.
Church of Advent, 586 Eighth Avenue.
Church of Saviour, foot of Pike street.
Church of Communion, 6th Avenue and West 20th street.
Church of Apostles, 9th Avenue and W. 28th street.
Church of Innocents, West 37th street, near Broadway.
Church of Redeemer, Yorkville
Church of Martyrs, 39 Forsyth street.
Church of Nativity, No. 70 Avenue C.
Du Saint Esprit, Franklin and Church.
Emmanuel, House of Rector, 76 W. 26th street.
Epiphany, 130 Stanton street.
Good Shepherd, E. 54th street near 2d Avenue.
Evangelists', Cliff and Beekman sts.
Incarnation, E. 28th and Madison Av.
Intercession, W. 154th and 10th Avenue.
Madison street Mission, 256 Madison.
St. Andrew's, Harlem.
St. Ann's (Deaf and Dumb,) 2d Avenue and E. 11th street.
St. Clement's, 108 Amity.
St. George's, Rutherford Place and East 16th street.
St. James', E. 69th near 3d Avenue.
St. John's, Lexington Av. and E. 35th st.
St. John's, 20 Hammond.
St. Luke's, 583 Hudson.
St. Mark's, Stuyvesant near 2d Avenue.
St. Mary's, Manhattanville.
St. Michael's, Bloomingdale.
St. Paul's (Chapel of Trinity,) Broadway near Fulton.
St. Peter's 224 West 20th.
St. Phillip's, (colored,) 305 Mulberry.
St. Stephen's, Broome and Chrystie.
St. Thomas, Broadway and Houston.
St. Timothy's, W. 51st near 8th Avenue.
Transfiguration, East 29th street near 5th Avenue.
Zion, Madison Avenue and East 38th st.

PRESBYTERIAN CHURCHES.

Allen street, 61 Allen.
Bloomingdale.
Brick, 5th Avenue and West 37th st.
Canal street, 7 Green street.
Central, 408 Broome street.
Chelsea, 261 West 22d street.
Eighty-fourth street, near Bloomingdale Road.
Eleventh, 46 Avenue C.
Fifteenth street, 71 East 15th street.
Fifth Avenue, corner E. 19th street.
First, 5th Avenue and West 11th street.
First German, 6th near 2d Avenue.
Forty-second street, 139 W. 42d street.
Fourth Avenue, 286 4th Avenue,
Fourteenth street, corner 2d Avenue.
First street, 42 First street.
French, Grand and Crosby.
German, 290 Madison.
German, 91 Rivington.
Grand street, corner Crosby,
Harlem, E. 126th street near 3d Avenue.
Madison Avenue, corner E. 29th street.
Madison Square, Madison Avenue and E. 24th street.
Manhattanville, W. 126th st. and 9th Av.
Mercer street, near Waverly Place.
Mission, 107 Seventh Avenue.
Mt. Washington, near King's bridge.
North, 9th Avenue and West 31st street.
Northwest, 170 West 50th street,
Rutgers, corner Henry.
Scotch, 49 West 14th street.
Seventh, Broome and Ridge.
Spring street, 249 Spring.
Stanton street, 41 Stanton.
Thirteenth street, 115 West 13th street.
Twenty-eighth street, 252 West 28th st.
Twenty-third street, 138 W. 23d street.
University Place, corner 10th.
West, 73 Carmine.
Westminister, 115 West 22d.
Yorkville, E. 86th near 3d Avenue.

UNITARIAN.

Church of Messiah, 728 Broadway.
Church of All Souls, 4th Avenue and E 20th street.

METHODIST CHURCHES.

Allen Street, No. 126.
Asbury, 129 Norfolk.
Bedford Street, 28 Morton.
Central, 44 7th avenue.
Duane Street, No 180.
Eighteenth Street, No. 193 West 18th St.
Fiftieth Street, No. 125.
First Mariners', 330 Cherry.
Forsyth Street, No. 10.
Forty Third Street, 177 West 43d street.
German 252 Second street.
" Mission Bloomingdale.
Greene Street, No. 69.
Harlem Church.
Hedding Mission, 170 East 17th street.
Jane Street, No. 13.
John Street, No. 44.
Home Mission, 61 Park.
St. Paul's, 4th avenue and E. 22d, 9th street and avenue B.
Floating, foot of Carlisle street.
Rose Hill, 125 East 27 street.
Second Street, 276 Second street.
Seventh Street, No. 24.
Sullivan Street, No. 214.
Thirtieth Street, No 207 (W.)
Thirty-seventh street, 129 East 37th St.
Trinity, 160 West 34 street.
Welsh, 199 Mulberry street.
Willet Street, No. 7.
Yorkville, East 86th near 4th avenue.

UNIVERSALIST.

Second, 97 Orchard street.
Third, 206 Bleecker street.
Fourth, 548 Broadway.
Sixth, 116 West 20th street.

WESLEYAN METHODIST.

Ebenezer, East 33d near 2d avenue.
First, Orchard near Delaucey street.

FRIENDS.

Hester, corner Elizabeth street.
Twentieth Street, East 20th near 3d Av.
Twenty-seventh street near 6th avenue.

BAPTIST CHURCHES.

Amity street, No. 33.
Abyssinian, 166 Waverly Place.
Berean, 35 Downing street.
Bethesda, 91 East 22 street.
Bethlehem, 238 West 43d street.
Bloomingdale, 8th avenue and W. 43d St.
Calvary, 40 West 23d street.
Cannon Street, 32 Cannon street.
Central Park, West 53 near 8th avenue.
Ebenezer, 104 West 36th street.
Fifth Avenue, 7 West 18th street.
First, Broome and Elizabeth street.
German, 19 avenue A.
Mariner's, 234 Cherry street.
Free Will Ministers' House, 184 W. 22 St.
Gethsemane, 3d avenue and East 39th St.
Harlem, 5th avenue near 126th street.
Laight street, near Varick.
Lexington avenue and East 30th street.
Mount Olivet, 689 6th avenue.
Norfolk Street, No. 52.
North, 126 Christopher.
" Beriah, 22 Macdougal street.
Oliver Street, corner Henry street.
Pilgrim, West 34th and 8th avenue.
Sixth Street, No. 211.
Sixteenth Street, 173 West 16th street.
South, 147 West 25th street.
Stanton street, No. 36.
Tabernacle, 162 2d avenue.
Welsh, 141 Chrystie.

LUTHERAN.

German Evangelical, 409 9th avenue.
Lutheran, 340 9th street.
" 6th avenue, corner W. 15th St.
St. James, 103 East 15th street.
St. John's, 81 Christopher.
St. Marcus, 52 6th street.
St Matthew's, Walker and Courtland Sts.

METHODIST PROTESTANT.

First, 87 Attorney street.

NEW JERUSALEM.

First, 16 East 35th street.

GERMAN REFORMED.

Bloomingdale, Broadway and West 68th street.
Broome street, corner Greene.
Central, 144 Ninth.
Collegiate, Lafayette Place corner 4th street.
Evangelical, Houston and Forsyth sts.
Reformed Protestant, 21 Forsyth st.
Greenwich, Bleecker and West 10th st.
Harlem.
Livingston, 8th Avenue and W. 33d st.
Manhattan, Avenue B. and 5th street.
Market street, corner Henry.
Mt. Pleasant. 158 East 50th street,
North-west, 97 West 23d street.
Seventh Avenue, near 12th street.
Sixth Avenue, No. 25.
South, 5th Avenue and West 21st street.
Third Mission, 147 Duane.
Twenty-first street, 47 W. 21st.
Washington Heights.

Washington Square, Wooster and Washington streets.

ROMAN CATHOLIC.

Assumption, 9th Avenue and W. 50th st.
Immaculate Conception, 245 E. 14th st.
Holy Redeemer, 149 3d street
Nativity, 46 2d Avenue.
Holy Cross, 199 West 42d street.
Annunciation, Manhattanville.
St. Alphonsus, 10 Thompson.
St. Andrew's, Duaneand City Hall Place.
St. Ann's 149 Eighth street.
St. Anthony's, 265 Canal street.
St. Boniface, E 47th st. near 2d Avenue.
St. Bridget's, Avenue B and 8th street.
St. Columbus, 211 West 25th street.
St. Francis, 93 West 31st street.
St. F. Xavier's, 36 West 16th street.
St. James', 32 James street.
St. John Baptist, 125 West 30th street.
St. John Evangelist, near Deaf and Dumb Asylum.
St. Joseph's, 6th Avenue and West Washington place.
St. Lawrence, E. 84th between 3d and 4th streets.
St. Mary's, 438 Grand street.
St. Michael's, 265 West 31st street.
St. Nicholas, 125 Second.
Cathedral, Mott and Prince.
St. Paul's, Harlem.
St. Peter's, Barclay and Church.
St. Stephen's, E. 28th st. near 3d Av.
St. Vincent, 85 West 23d street.
Transfiguration, Mott and Park streets.

FROM NEW YORK TO CHICAGO.

From the foot of Courtland street, New York, we cross the Hudson to the depot of the New Jersey Railroad Company in Jersey City. The river at this point is about three thousand yards wide.

JERSEY CITY.

The Depot, into which the traveller passes, was erected in 1859, and is a magnificent structure with arched roof. The New York and Erie—the Morris and Essex—the Northern Railroad of New Jersey, and the New Jersey Railroad, start their cars from its limits. Jersey City, is on a peninsula once known as Paulus Hook, and in the way of manufactures is a miniature Birmingham. It is the capital of Hudson County, New Jersey, and with its well-built, wide streets, Churches, Banks, and Seminaries, promises to become a powerful emporium of wealth, intellect and business. It is supplied with pure water from the Passaic river, about eight miles distant, and with gas, by manufactures of its own. If it was possible, we apprehend that the New Yorkers would favor the annexation of this portion of Jersey to their own territory. The Morris Canal runs from Jersey City to Easton, and the Cunard line of European

NEW YORK CITY
HUDSON RIVER
EAST RIVER
BROOKLYN
WALLABOUT BAY
Battery
PARK
Broadway
Fifth Avenue
Sixth Avenue
Avenue A
Avenue B
Avenue C
Avenue D
Fourth Avenue
Third Avenue
Second Avenue
First Avenue
Lexington Avenue
Madison
Harlem Rail Road
Reservoir
Tenth Avenue
Ninth Avenue
Eighth Avenue
Seventh Avenue
Wall St. F.
Fulton Ferry
Peck Slip Ferry
Jackson F.
Grand St. F.
Houston Ferry
Green Point F.

steamers, from their immense wharf on this side of the Hudson, start for the journey—

"O'er the glad waters of the dark blue sea."

Numbers of New York merchants reside in the City, as the crowded ferry boats in the mornings and evenings well attest.

Bidding an affectionate farewell to friends and foes, the traveller seats himself in the elegantly finished cars of the New Jersey Railroad, and starts for the West.

Between Jersey City and Newark (eight miles,) the objects of interest may be noted as follows: The Hackensack river, just beyond a station-house known as "Patterson Depot," where the wide track of the New York and Erie Railroad diverges to the northward. The river is a fine mill stream to the northward, but here, it is so influenced by the tide as to be useless—the prairie-like lowlands on both sides of the track—Newark Bay, which is visible to the south—the Passaic River, the bank of which the Railroad follows for nearly a mile, and which it crosses on a bridge of six spans just east of Newark.

NEW YORK, 9. NEWARK. PHILADELPHIA, 80.

The Railroad curves through the City, and the cars finally stop at a Depot of stone, at the corner of Market Street and Railroad Avenue. Market Street, is a wide thoroughfare crossed by the track. The business of the place is made evident by numerous four story brick manufacturing establishments, which rear themselves on almost every hand. The Passaic River, is seen flowing along the eastern side of Newark, at the base of the hill upon which the depot is situated, and curving towards the east in its passage into Newark Bay, three miles distant. The plot of the City rises gradually from the water, and the well-shaded streets and wide avenues, present a tasty and cheerful appearance. No more flourishing place is in existence in the State, and the support which it derives from the manufacture of carriages, machinery, leather goods, &c., &c., must be as unfailing as it is valuable. The Yankees, who in 1666 came down from New Haven, might now well be proud of the results of their settlement. Among the principal thoroughfares, we may name Broad and Market Streets, and the attention of the traveller who remains in Newark, may be directed with profit to the Court House—the Wesleyan Institute, the High School, and the various splendid Churches, Library Buildings, Banks, Public Squares, &c. Access to New York by Railroad cars and Steamboats is easy.

In the days of the Revolution, Newark, from its close proximity to New York, was subjected to many troublesome incursions from the British. A party of five hundred men, on one occasion, burned the Academy, and committed other excesses. From some cause, however, to the writer unknown, they spared the City, for which we, as one having

an interest in New Jersey, are duly thankful. The site of Newark was originally bought for one hundred and thirty pounds, New England currency.

Between Newark and Elizabeth City (four miles,) the Railroad pursues an open and low country, marshy in many places, yet often raising tolerable hay. The traveller will also notice sundry arched depots, or rather Station-Houses, extending entirely over both tracks, after the manner of a triumphal arch. These are very neat and elegant, and are for local travel. Newark Bay, is in the distance, on the east.

NEW YORK, 13. ELIZABETH CITY. PHILADELPHIA, 76.

Side by side are the Depots of the New Jersey, and the New Jersey Central Railroads. The latter we cross, and will observe that its track consists of three rails. The third rail enables the coal cars of the Delaware, Lackawanna, and Western Railroad to pass from the Lackawanna Region to Elizabethport, two miles distant from Elizabeth City, and a shipping point on Newark Bay.

Elizabeth City (formerly Elizabethtown) besides being a pleasant and healthy place, has extensive oil cloth, and other factories, some of which are visible from the car windows. It is in Union County, and laid out with streets crossing each other at right angles, and built up with many cottage-looking dwellings, appropriately shaded. Elizabeth Creek, flows past the place, and empties into the Bay beyond. The City is prominent alike for its refined and intelligent society, and for its Schools and Institutions. Banks and Insurance Offices meet the eye of the visitor. The spot did not escape in the Revolution, having been disturbed on several occasions. The site was purchased in 1664, by a party of men from Long Island.

There are few places in the United States more ancient, interesting or respectable than this. It has been distinguished for its high social and moral character, as the residence of some of our bravest and best men, and as the scene of conflict in the days of the Revolution. Some of its oldest inhabitants could tell you of times when they were crowded together in the cellars of houses now occupied, living upon coarse and scanty fare, while the rattling glass upon the floors above them, told of the bullets of the soldiery.

As early as August, 1665, Philip Carteret, brother of Sir George, arrived here with thirty English settlers, there being then but four houses in the place, and gave the name Elizabethtown to the settlement, in honor of Lady Elizabeth Carteret, the wife of his brother.

Within the past four years, the population of this place has nearly doubled, so that it now numbers over ten thousand, and new streets and fine residences have appeared in every direction. There are extensive manufactories of oil cloths, paper, hardware, &c., which give employment to a large foreign population. The facility with which New York can be reached by railroad and steamboat, (in less than an hour's time, and some fifteen or twenty times daily;) the beauty and healthfulness of the

city; its fine sites for residences; its most excellent schools; its good society, altogether have contributed to attract many residents, whose business lies in New York. Within a short time, water and gas works have been erected, and great improvements in the streets and elsewhere carried into effect.

Much taste has been displayed in the erection of many of the residences, and some of the country seats are marked by great beauty, and have been built at considerable cost. The public buildings, many of them of no architectural pretensions, are spacious and comfortable, and well subserve the purposes for which they were erected.

Between Elizabeth City and Rahway (five miles), the Railroad pursues an agricultural and slightly undulating country, crossing Elizabeth Creek, west of Elizabeth. Just east of Rahway, the River of the same name is crossed by a fine bridge. Gen. Winfield Scott owns a fine mansion at Elizabeth City.

NEW YORK, 18. RAHWAY. PHILADELPHIA, 71

The union of several villages, originally formed this place. One of these was called Bridgeton, but as there was another town of the same name in the southern part of the State, the Legislature bestowed the title of the River, upon the consolidated town. The first settlers came from New England about 1720. It is in Union County.

At present, Rahway manufactures annually a large amount of goods. In one year upwards of five thousand carriages have been turned out, and disposed of in a Southern market. This is only one item of the many, showing the enterprise and business qualifications of the people. The Rahway river is navigable to the City. A brick edifice, the Second Methodist Episcopal Church, is noticed on Railroad Avenue to the east.

Between Rahway and New Brunswick (thirteen miles), the objects of interest are—Uniontown, an improving place on the line of the Railroad —Metuchin, the main street of which crosses the Railroad, containing several fine Churches, and having a number of handsome dwellings in its vicinity. It is in the midst of a fertile country, in Woodbridge township, Middlesex County. Just east of New Brunswick, the Raritan River is crossed on a high and admirably constructed Bridge with two tracks. From this, a view can be obtained of the River, both north and south. At one end of the Bridge are the Engine Houses, Turn tables, &c., of the New Jersey Railroad Company.

NEW YORK 31. NEW BRUNSWICK. PHILADELPHIA 58.

A swamp, rejoicing in the unpoetical name of "Prigmore's Swamp," formed the site of New Brunswick in 1713, the date of settlement. Not many symptoms of the aforesaid swamp exist at present, however, but the ground, which rises as it recedes from the river, is covered with fine dwellings, stores and manufactories, upon streets of good dimensions. We believe that there are a few houses still standing which attest the works of a Dutch colony who emigrated from Albany, and whose ideas of archi-

tectural beauty consisted in erecting buildings with gable-ends to the street. Blessed with an energetic population, and no small amount of wealth, New Brunswick cannot fail to maintain a proud position among her sisters of the State.

On the ascending hill just back of the Depot, the College can be seen. It has a beautiful sloping and shady lawn in front. A large new stone Catholic Church, is on the line of the Railroad, in the City. The buildings of the New Brunswick Rubber Company stand forward prominently at one end of the bridge. The City is at the head of river navigation, twelve miles above Amboy Bay. The Delaware and Raritan Canal commences here. This great work extends to Bordentown, on the Delaware River, a distance of forty-two miles, and is seven feet deep, by seventy-five feet wide—in fact, is sufficiently large to be navigated by steamers and sloops of one hundred, and one hundred and fifty tons burden. New Brunwick received its present name about 1730, having before that time been known as "The River."

THE NEW JERSEY RAILROAD.

The New Jersey Railroad, which connects Jersey City with New Brunswick, is thirty-one miles in length, with a double track. It was finished on June 30th, 1836, at an estimated cost of nearly seven hundred thousand dollars, and is now one of the leading thoroughfares in the country. Connecting at New Brunswick with roads leading to Philadelphia by two different routes, it obtains travel for places south of the "Quaker City." Its course from Jersey City to Newark (eight miles), is due west, and from that point to New Brunswick is southwest, with scarcely any deviation. The track and road-bed, from the immense business which is done, require to be maintained in first rate order, and this branch of management is so well attended to that safety is insured to travellers. The rates of fare are as low as those of any other well regulated road in the country.

CAMDEN AND AMBOY RAILROAD.

Between New Brunswick and Trenton, extends a branch of the Camden and Amboy Railroad, twenty-six miles in length. This branch was not opened for public travel until Nov. 30, 1840, nine years after the main line from Camden to South Amboy had been in operation. Its cost was about five hundred and twenty-five thousand dollars. It is a durable and substantial road.

The distance between New Brunswick and Dean's Pond, is eight miles.

NEW YORK 39. **DEAN'S POND.** PHILADELPHIA 50.

A scattered hamlet, named after the owner or proprietor of adjoining property. The country around is well settled. A certain pond, presumed to be the one from which the Railroad Station derives its matter-of-fact appellation, is seen to the east of the track. Four miles intervene between this stopping place, and

NEW YORK 43. KINGSTON. PHILADELPHIA 46.

The town cannot boast a population as large as that of its namesake in Canada, but is nevertheless a flourishing place, situated a short distance from the Railroad (on the west), and on ascending ground from the Canal. It is nearly on the line dividing Somerset and Middlesex Counties, New Jersey. It might not inappropriately be called the half-way station between New York and Philadelphia.

Just east of Kingston, the Railroad meets the Delaware and Raritan Canal, and between this point and Trenton, the cars run side by side with the canal boat.

Between Kingston and Princeton, the distance is four miles, in which the Railroad and Canal both cross a branch of the Raritan River on massive stone viaducts. The traveller will also observe numerous bridges of a peculiar construction, which are thrown over the canal in such a manner that they can be turned to allow the passage of boats.

NEW YORK 47. PRINCETON. PHILADELPHIA 42.

Known to every American as the scene of the battle fought on Jan. 3, 1777, between Washington and Col. Mawhood. On the night of that day, the two armies lay encamped near Trenton. The forces of the Americans were inferior to those of the enemy, and Washington, by a circuit, and bold, decided, and unexpected attack, defeated a large force of the British, in and around Princeton. The College, which was used as a place of refuge by the English, was surrendered, and its inmates made prisoners.

The town is situated northwest of the Railroad, and about one mile distant, on rising ground, which commands an extensive view of the adjacent country. Princeton College or "Nassau Hall," one of the oldest and most respectable Colleges in the country, is here located. It was founded in 1746, and removed to Princeton in 1757.

Princeton, with its attractive dwellings and intelligent inhabitants, is one of the most desirable towns in the State, boasting not only salubrity, but all facilities for business, in the way of newspapers, banks, churches, &c. It is also the seat of a Presbyterian Theological Seminary. Near the Depot of the Railroad, are extensive saw-mills, on the bank of the Canal, also water-tanks, &c., belonging to the Company.

Between Princeton and Trenton, the distance is ten miles. The Delaware and Raritan Canal is followed for the whole distance. "Port Windsor," a depot for the adjoining fertile country, is passed. Just east of Trenton, is the junction of the Belvidere and Delaware Railroad, running to Easton and Belvidere. Near here are high trusselwork coal depots, on which collect cars from the different coal regions of Pennsylvania.

NEW YORK 57. TRENTON. PHILADELPHIA 32.

On entering the City, from the east, the traveller will observe the yel-

low buildings and dome of the State Normal School, very properly located in the capital of New Jersey. The City is situated at the mouth of the "Assinpink," near the "lower falls" of the Delaware River, and was incorporated on November 13, 1792. It was named in honor of Col. Trent, who was speaker of the House of Representatives, in 1720. The Capitol, fronts on State Street, and from it a fine view can be obtained of the Delaware.

As a manufacturing depot, with abundance of water power, coal, &c., Trenton claims a first rank. As a centre of refined society and intelligence, it is equal to any place of the same size in the United States. The public buildings—the State Lunatic Asylum, the Town Hall, the Penitentiary, the County Court House, (in South Trenton,) the Bridge over the River, &c., will amply repay a visit. The Bridge, consisting of five arches with stone piers, is eleven hundred feet in length.

South Trenton (the name sufficiently indicates its position) includes the former villages of Bloomsbury, South Lamberton and Mill Hill. The Railroad Company have a Depot here, as well as in the main City. Phineas Pemberton and others, first settled Trenton about the year 1680, and certainly displayed much taste in choosing for a site, a spot alike healthy, and susceptible of river access, it being the head of river navigation. The City has every modern convenience for the most fastidious resident; almost every street of note contains evidence of the taste and liberality of citizens—while the stores are equally spacious and costly. The public institutions, such as the Lunatic Asylum, the Arsenal, the Penitentiary, and County Court House, are unsurpassed by those of any other City or State. The Water and Gas Works, too, of Trenton, are admirably constructed and well managed. The Canal Feeder, and Water Power, are in a prosperous condition.

Here, in 1776, Washington, with five thousand five hundred men, after crossing the Delaware (to the north,) on a cold winter's night, attacked the British under Col. Rahl. A thousand Hessians were made prisoners, while only two of the Americans were killed.

DIVERGING ROUTE.

The Philadelphia and Trenton Railroad, between Trenton and Tacony, (twenty-two miles), is used by some of the trains between New York and Philadelphia. At Tacony, the steamboats of the Camden and Amboy Railroad Company meet the trains and convey passengers to Philadelphia, (eight miles.)

On the route between Trenton and Philadelphia, by way of Tacony, the objects of interest are—the Bridge over the Delaware, eleven hundred feet long; the Delaware Division of the Pennsylvania Canal, which follows the Railroad from Bristol to Trenton; Tullytown, a neat frame village; Bristol, a beautiful place, incorporated in 1720, on the west bank of the Delaware, and fast improving in wealth and enterprize;

Bridgewater, on the west side of the Railroad, at the crossing of Neshaming Creek; Poquessink Creek, which is crossed; Schenk's Station, in the midst of a fine agricultural region; Pennypack Creek; Tacony, with its Railroad Depots, Wharves, &c. Bridesburg, which is seen from the steamboat, on the west Bank of the Delaware. Port Richmond Coal Wharves, just above the main body of Philadelphia. Walnut Street Wharf, the landing place of the steamboats of the Camden and Amboy Railroad Company.

Between Trenton and Bordentown (six miles), the Railroad (which was opened in 1839,) pursues the east Bank of the Delaware River, passing Lamberton Station.

NEW YORK 63. BORDENTOWN, PHILADELPHIA 26.

At an elevation of over sixty feet above water level, is even so high above the Railroad, that no good view of it can be obtained from the cars. One branch of the track, diverging to South Amboy, passes under Prince Street. The town is in Chesterfield Township, Burlington County, and is a considerable lumber depot. It is just at a point where the Delaware River makes a curve, and on the shores of this, the iron hull of the steamer, "John Stevens," is resting. The steamer, which was one of the largest and most magnificent boats owned by the Camden and Amboy Railroad Company, was burned several years ago, with the loss, we believe, of one life. No passengers were on the boat at the time. Fine steamboats of the same Company still ply between Philadelphia and this place, and hundreds of the citizens of Philadelphia avail themselves of the opportunity to see the noble Delaware.

Bordentown, was founded by Joseph Borden, and incorporated in 1825. Joseph Bonaparte, Ex-King of Spain, bought one thousand five hundred acres of land adjoining this place, and converted a wild and poor tract into a magnificent park. He resided here for a number of years, but the property has since passed into other hands.

DIVERGING ROUTE, CAMDEN AND AMBOY RAILROAD.

Between Bordentown and South Amboy (thirty-six miles), extends the iron track of the Camden and Amboy Railroad. Trains run between Philadelphia and New York (via Bordentown) on this route, a number of times daily. The roadbed is always maintained in good order, and the steamboats between South Amboy and Pier No. 1, North River, New York, are substantially and elegantly finished. Those who prefer this route to the one over which we have just brought the traveller, (through Trenton and Jersey City) will find no cause of complaint. In fact, a short interval of steamboating, is preferred by many to the close confinement of the cars. The difference in the running time of the two routes is slight.

Between Bordentown and Burlington (six miles), the Railroad, which runs southwest and northeast, at some places is within view of the Delaware, and at others, owing to the curves of the stream, is distant from it. Just east of Bordentown, appears to have been established a

sort of an asylum for superannuated cars and locomotives. Numbers of them stand exposed to wind and weather, mourning no doubt over their fallen greatness. A Station House, for the landing of passengers from steamboats, is on the line of the Railroad, a short distance east of Bordentown.

NEW YORK 69. BURLINGTON. PHILADELPHIA 20.

Assiskunk Creek, is crossed by the Railroad a short distance east of Burlington, and in running through the place itself, the traveller will observe from the car-windows, a fine new dark stone Episcopal Church with graveyard attached, on the side fronting the river. Also the Hall of the Endeavor Fire Company. The "Bank" of the Delaware, or rather the street bordering upon the stream, is built up with elegant residences. Bishop Doane formerly resided here.

Burlington, although the seat of considerable business, is a quiet healthy spot, with a population rather wealthy, and very intelligent. Water is supplied by means of hydraulic machinery, and gas is laid through the streets. Burlington College, is here located.

The place was settled in 1667, under the title of New Beverly, and now forms an agreeable summer resort for many citizens of Philadelphia, who desire to escape from heated brick walls and pavements.

Between Burlington and Camden (twenty miles), the attractive points may be noted as follows: Delanco, on the east side of Rancocas creek at its junction with the Delaware—Rancocas creek itself, which is crossed by a drawbridge—Swede's Branch, which is also crossed—Palmyra, a rather scattered, but improving town between the Railroad and River—Pensaulsen creek, which is crossed—Cooper's creek, over which the train runs just east of Camden.

NEW YORK, 89. CAMDEN. PHILADELPHIA.

The Railroad passes through "Bridge Avenue" in Camden, crossing the streets which are numbered respectively, First, Second, Third, &c., commencing at the river. The track of the Camden and Atlantic Railroad, is crossed east of the place, and the basin of the Water Works, is seen on the River side of the cars. The fine dark stone Court House is on the same side.

The ground upon which Camden is built, is level, and the streets have been laid out with much care and regularity, many of them lined with elegant residences. The proximity of the place to Philadelphia, renders it desirable for merchants and others doing business in the Quaker City.

The Railroads diverging from Camden are as follows:

Camden and Amboy, 89 miles to New York.

Camden and Atlantic, 61 miles to Atlantic City.

West Jersey Railroad, 9 miles to Woodbury.

Steamboats run every few minutes to Philadelphia.

Camden was chartered as a City in 1831, and is divided into Wards, under the government of a Mayor and Council. Its progress keeps ready pace with that of its larger contemporary over the river.

Between Camden and Philadelphia, over the Delaware River, the passenger is transported in boats especially used for the purpose. The westward bound traveller will find Omnibuses on Walnut Street wharf, (the place of landing in Philadelphia,) ready to convey him at once to the depot of the Pennsylvania Central Railroad, at Eleventh and Market Streets. He can either take these or hire a private conveyance. For a single person, the hire of a hackney coach from the wharf to the depot must not exceed seventy-five cents.

THE DELAWARE.

We presume that there are those whose utilitarian views will allow them to see in the noble Delaware, only a stream fit to be devoted to the thousand commercial uses of a great city. Such men

> "If placed where Catskill's forehead greets the sky,
> Grieve that such quarries all unhewn should lie,
> Or gazing where Niagara's torrents thrill—
> Exclaim—'a monstrous stream to turn a mill.'"

Not denying, however, to the river, its many advantages in a business point of view, we yet can see in its wide and placid sweep—in the beautiful villages and towns upon its banks, much to admire.

From the Catskill Mountains in New York, flow the rivulets which unite and form the Delaware River. In their southern course they soon swell to enlarged dimensions, and among the Blue Mountains in the northwestern part of New Jersey, wind through rocks and crevices with stormy vigor. Sweeping on, they are narrowed by the "Water Gap," and overlooked by peaks that would well answer for miniature Alps. In this neighborhood, and north of the "Gap" is the timber region, from which the raftsmen cull logs, which being sawed into the many useful forms descend in rafts to points of sale. At Easton, the Lehigh pours its coal-tinged waters into the Delaware, which here is chained by a dam, and spanned by enormous railroad and other bridges. Still flowing to the south, and forming the boundary line between Pennsylvania and New Jersey, it washes the banks of the rich agricultural county of Bucks, and comes into Philadelphia with the slight eminences upon its either side, lined by cottage-looking dwellings. At Port Richmond, the upper end of the city, it receives on its bosom the anthracite treasures of the "Keystone State," and conveys them to its mouth. Still south of the City, Chester, Wilmington, and Salem pay it tribute; and its waters, by means of a canal, unite with those of Chesapeake Bay. Finally, from Delaware Bay, it sweeps into the great Atlantic, after a meandering journey of nearly three hundred miles.

Opposite Philadelphia, Smith's Island divides the river into two channels. The Island has been sundered by a sort of canal, so that ferry boats between the opposite sides of the river pass through its centre. Just below Philadelphia, at the Neck, the Schuylkill River empties into the Delaware.

OYSTERING DOWN THE DELAWARE.

Down the Delaware, and nearly at the point where the Bay empties into the Ocean, is "Maurice Cove," a celebrated oyster ground, and the resort of scores of vessels which the traveller will see clustering together a short distance below Walnut Street wharf, at the pier of Spruce Street. As a writer for the Philadelphia "Evening Journal" says: "It is a dingy-looking squadron; for the weather-beaten men who go 'a oystering' take no pride in furnishing a craft or trimming her exterior, beyond what is absolutely necessary to carry their shell freight and ride out a gale. The vessels are mostly sloops, of considerable size. Sloops have the least rigging, and require the fewest hands. The sails are as dark as if they had been suffered to lie in the mud, at the bottom of the stream, for a week. The decks always show the vocation of the crew—being constantly covered with shells, or their dirty remains. At times the effluvia that arises from them, and the holds where the shell-fish are stowed, will turn up the nose like Trinculo's at the horse pond, 'in great indignation.' The cabins are little boxes, where two or three men may just find room to turn round, or provide themselves with a place to huddle in to sleep. The number of the crew seldom exceeds three or four men. The captain is usually part owner, and sometimes the hands aboard have an interest in the harvest that is reaped down the bay. Some of the captains own half a dozen vessels, and their profits are quite heavy, if the season is favorable. The majority of the oystermen, however, are poor, and can merely manage to obtain a scant living for a family. Most of them reside in the city convenient to the river and the fleet.

"Having discharged a cargo, and secured a crew, for the hands seldom adhere to the same vessel for many trips, unless they have a share in the craft or its freight—the oyster sloop starts down the bay. The only implements taken are the oyster-tongs and fishing-lines. The latter are principally used for catching bass and other specimens of the finny tribe for consumption aboard the vessel, and this gives a resource which greatly diminishes the cost of provisioning the craft. In addition to the provender thus obtained, the sloops have the command of the farms in the vicinity of the bay-shores where they can readily obtain beef, poultry, eggs and milk.

"The best oysters are found in Maurice River Cove, where most of the vessels anchor and carry on their operations. The beds are unrivalled in extent, and some of the largest bivalves ever brought to this port have been taken in that locality. The number of bushels shipped in a single season from this and other points on the bay, reaches a figure that would utterly astound those who do not give much attention to this apparently insignificant branch of industry. In the height of the oystering season, the Cove presents a lively aspect, with the fleet at anchor, the small boats out, and the work with the tongs going on. Although, of course, there is much rivalry among the various vessels, the social spirit is not forgotten, and many an evening, when the moon is up, the labors of the day are relieved by the song, the dance, and the yarn—several of the crews assembling upon the same vessel for that purpose. Upon the arrival of a fresh cargo at Philadelphia, the vessel presents a scene of competition among the buyers of the noisest description; while here and there may be seen an epicure, who can't trust the restaurants, and has determined

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CHAS. MARKS & CO. 12 Frankford St. N.Y.

to sate his appetite where he can judge the bivalves as they are taken from the hold. After the cargo is disposed of, some of the profits reach home, the grog shops along the wharf do a 'steaming' business, and thus floats away the life of a Delaware oysterman."

PHILADELPHIA.

A city of magnificent distances: one hundred and twenty square miles of territory had the honor, in 1854, to become part and parcel of the Quaker City. A grand "Act of Consolidation" was passed, by which Philadelphia proper, swallowed up the whole county of the same name, and took into her bosom a score of little villages. Now, she boasts over four miles of houses fronting on the river Delaware, and nearly three miles fronting on the Schuylkill. About six hundred and fifty thousand people eat their daily meals within her limits.

This is Philadelphia, which a French writer, whose satire of other cities was terrible, described thus:

"All the houses have a flaunting coquettish look, which is pleasant to see.

"The streets are broad and clean.

"The shops are generally very large, and very rich. There are superb goods in them. In fact, the city has a happy physiognomy, which is very agreeable."

The Frenchman was nearly right as far as he went, but his view was rather contracted.

Finer streets than those known as Broad, Chestnut, Arch, Market, Walnut and Spruce, cannot be found anywhere. True, that Friend William Penn, and his descendants, had a preference for regularity, so we have often square after square precisely alike, and neat and clean.

As a manufacturing centre, Philadelphia yields precedence to no

city in America. Vast anthracite coal fields lie almost at her door—and the value of the trade equals twenty-eight millions of dollars. Heavy outlays of capital have produced piles of stupendous buildings, from which issue locomotives for the North, South, East and West—gas-fixtures, cotton and woolen goods, carriages, fire-proof safes, and thousands of other articles of utility and ornament. The imports of the city average twenty millions of dollars per annum. The machinery of vast steamers bears the impress of Philadelphia makers; and from ship-yards on the Delaware, staunch sailing vessels glide into the water, and are wafted on "the wings of the wind" to their respective destinations. Smaller, but no less useful and valuable productions are turned out in unexampled quantities.

The streets which run parallel with the Delaware river, are designated Front, Second, Third, Fourth, Fifth, &c. Those which run at right angles with the river, have various titles, in many cases the names of trees having been adopted, as Chestnut, Walnut, &c.

It is not within the province of a Guide Book to enter into a long history of the settlement of Philadelphia and its progress. There are few, who do not know that William Penn purchased from the Indians the ground upon which the city stands, giving what, in their eyes, was deemed a fair equivalent. The spot at which the treaty was consummated is marked by a monument, at the corner of Beech and Hanover streets. The year 1681 was the epoch.

Without further touching upon general matters, we proceed to a recapitulation of such objects as are worthy the attention of the visitor.

PUBLIC INSTITUTIONS, &C., OF SPECIAL INTEREST.

The State House, Chestnut and Fifth streets, was projected in 1729, but was not purchased by the city until 1816. Congress met here during the Revolution, and in 1787, the Convention chosen to frame the constitution. Washington was president of the last named body. At the close of the last century, both branches of the Legislature met in the building, and in September, 1824, it welcomed Lafayette beneath its roof. The Hall contains portraits of nearly all the distinguished men of the Revolution. No tickets required, but the Janitor at the Hall door will issue tickets to the steeple.

The Mint, is on Chestnut street, above Thirteenth, a fine marble edifice. No tickets required.

The Custom House, Chestnut street, above Fourth street.

Girard College, Ridge Avenue and Twentieth streets. Tickets of admission to be obtained at the Mayor's office, Fifth and Chestnut sts., up stairs. Eastern Penitentiary, Coates and Twenty-First streets. Tickets as above.

House of Refuge, Girard Avenue and Twenty-Third streets. Tickets as above.

The Navy Yard, Front and Federal St's. Free.

Philadelphia Merchants' Exchange, Third and Walnut streets; contains Reading Room.

Fairmount Water Works, Callowhill St. and Schuylkill River.

Blockley Almshouse, on west bank of Schuylkill River.

Carpenters' Hall, where First Congress met, Chestnut above Third street.

Laurel Hill Cemetery, Ridge Turnpike, above the city.
Moyamensing Prison, Tenth street and Passyunk Road. Strangers admitted free.
Blind Asylum, Twentieth and Race St's. Performance every Wednesday afternoon: Admission, 10 cents.
Masonic Hall, Chestnut, above Seventh street.
Academy of Fine Arts, Chestnut, above Tenth. Admission, 25 cents.
House of Industry, Catharine, above Seventh street. Free.
Marine Hospital, near Gray's Ferry.
Deaf and Dumb Asylum, open on Thursdays, Broad and Pine.
Academy of Natural Sciences, Broad and Sansom streets; open on Tuesdays and Fridays. Free.
Post Office, Jaynes' Building, Third and Dock streets.
High School, Broad and Green streets.
Normal School, Sergeant, above Ninth street.
Arsenal, Gray's Ferry Road, near Federal street.
Philadelphia Gas Works, Twenty-Second and Market.
Franklin Institute, Seventh street, between Market and Chestnut.
Spring Garden Hall, Thirteenth & Spring Garden.
Pennsylvania Asylum for Insane, Forty-Fourth and Market streets.
Odd Fellows' Hall, Broad and Spring Garden.
Odd Fellows' Hall, Sixth and Haines.
Pennsylv'a Hospital, Eighth and Spruce.
Board of Trade, 5th and Chestnut sts.

PASSENGER RAILROAD DEPOTS.

For Pittsburg and the West, (Pennsylvania Central,) Eleventh and Market streets.
For Baltimore, (Philadelphia and Baltimore Railroad,) Broad and Prime streets.
For Reading and Pottsville, (Phila. and Reading Railroad,) Broad and Vine streets.
For West Chester, (Pennsylv'a Central,) Eleventh and Market streets.
For West Chester, (Media Railroad,) Eighteenth and Market.
For Trenton, (Phila. and Trenton,) Front and Norris, and Walnut St. Wharf.
For Bethlehem, (North Pennsylvania Railroad,) Front and Willow.
For Germantown and Norristown, (Philadelphia, Germantown and Norris town Railroad,) Ninth and Green streets.

PUBLIC SQUARES.

Independence,	Rittenhouse,
Washington,	Logan,
Franklin,	Penn,
Jefferson,	Norris.

FERRIES.

To Camden, from Market street Wharf, (two ferries) Delaware river.
To Camden, from Walnut street Wharf, Delaware river.
To Camden, from Vine street Wharf, Delaware river.
To Gloucester, from South street Wharf, Delaware river.
To Camden, from Poplar street Wharf, Delaware river.
To Red Bank, from South street Wharf, Delaware river.
To Manayunk, from Fairmount, Schuylkill river.
To Tacony, from Walnut street Wharf, Delaware river.

Steamers leave several times daily, for points up and down the Delaware river.

PROMINENT NEWSPAPERS.

Philadelphia Public Ledger, Third and Chestnut streets.
North American, Third and Dock streets.
Evening Journal, Third and Harmony Court.
Evening Bulletin, Third, below Chestnut.
Pennsylvania Inquirer, Third and Carter's Alley.
Daily News, Third, opposite Dock.
The Press, Chestnut, above Fourth street.
The Pennsylvanian, Third, below Chestnut.
The Argus, Third, opposite Dock.
Commercial List, Gold street.
Sunday Transcript, Third, below Chestnut.
Sunday Dispatch, Third, near Walnut.
Sunday Mercury, Third and Dock.
Democrat, (German) Third, near Noble.

THEATRES, &c.

Wheatley & Clarke's, Arch street, near Sixth.
Walnut Street Theatre, Walnut and Ninth streets.
Academy of Music, Broad and Locust.
Sanford's Opera House, Eleventh, near Chestnut.
City Museum, (German) Callowhill and Crown streets.

National Circus, Walnut, above Eighth st.

Besides numerous miniature establishments, at which the prices of admission vary from 10 to 15 cents.

FARE OF HACKNEY COACHES.

The following are the rates established by law:

One passenger with trunk, valise, saddle-bag, carpet-bag, portmanteau, or box, for any distance not exceeding one mile, *fifty cents;* and for every additional passenger, *twenty five cents.*

One passenger, any distance more than a mile, and not exceeding two, *seventy-five cents;* and for every additional passenger, *twenty-five cents.*

One passenger, any distance over two miles, for every additional mile, or part of a mile, *twenty-five cents,* in addition to the sum of *seventy-five cents* for the first two miles; and for every additional passenger, *twenty-five cents.*

One or more passengers by the hour, with the privilege of going from place to place, and stopping as often as may be required, *one dollar per hour.*

Hiring a hackney carriage, not specified to be by the hour, is deemed to be by the mile. But in case the distance is more than four miles, the rate for each additional mile is *twelve and a-half cents* per passenger.

Chestnut street south to Prime, one mile.
" north to Brown, "
Delaware river to Twelfth street, "
" to Schuylkill, two miles.
Camden and Amboy Depot to Trenton Depot, two miles.
Camden and Amboy Depot to Pennsylvania Depot, one mile.

LIBRARIES.

Philadelphia Library, Fifth and Library streets.
Mercantile Library, Fifth and Library streets.
Apprentices' Fifth and Arch.
Spring Garden Library, Spring Garden Institute, Broad and Spring Garden.

These are also extensive Libraries, connected with courts, churches, and places of worship, belonging to Friends and other societies.

TELEGRAPH OFFICES.

To New York, the West, &c., Third St., below Chestnut.
To New York, Washington, Baltimore, &c., Chestnut, above Third street.
To Points on the Susquehanna River, &c., Chestnut, between Third and Fourth streets.
To Harrisburg, Pittsburg, &c., Chestnut above Third street.
To Reading and Pottsville, Merchants' Exchange.
City Telegraph Office, Fifth and Chestnut streets, (up stairs.)

CITY RAILROADS.

Chestnut and Walnut Streets Railroad.
Ridge Avenue, from Second and Arch to Girard College, and return.
Germantown, from Eighth and Dickerson to Germantown.
Manayunk, from Girard College to Manayunk, and return, on Ridge Avenue.
Frankford and Southwark, from Frankford to Southwark, on Fifth and Sixth streets.
Second and Third Streets, from Southwark to Richmond, Kensington, and Bridesburg, on Second and Third streets.
Race and Vine, from Exchange to Fairmount, on Race and Vine streets.
Arch Street, from Second and Arch to Fairmount, on Arch street.
Spruce and Pine, from Exchange to Gray's Ferry, on Spruce and Pine streets.
Green and Coates, from Delaware River to Fairmount, on Green and Coates streets.
Green and Coates, from Dickerson and Eighth to Fairmount.
Tenth and Eleventh Streets, from Columbia Avenue to Reed street and Moyamensing Prison, on Tenth and Eleventh streets.
Richmond and Schuylkill, from Richmond to Schuylkill, on Girard Avenue.
Thirteenth and Fifteenth, on Thirteenth and Fifteenth streets.
West Philadelphia, from Second and Market to West Philadelphia, on Market street.
Darby Railroad, from West Philadelphia to Darby.
Hestonville, from West Philadelphia, (the Wire Bridge,) to Mantua and Hestonville.
Seventeenth and Nineteenth Streets Railroad,

PRINCIPAL PUBLIC HALLS.

National Building, Race St. below Sixth.
Musical Fund, Locust St., below Ninth.
National, Market street, near Twelfth.
Jaynes', Chestnut, below Seventh.
Spring Garden, Thirteenth and Spring Garden.
Sansom Street, Sansom, above Sixth.

Handel and Haydn, Spring Garden and Eighth streets.
Concert Hall, Chestnut, above Twelfth street.

CEMETERIES.

Laurel Hill, Ridge Avenue and Reading Railroad.
Monument, Broad, above Master.
Woodland, Darby Road, west of the Schuylkill.
American Mechanics', Turner's Lane and Ridge Avenue.
Glenwood, Turner's Lane and Ridge Avenue.
Lafayette, Federal street, near Tenth.
Odd Fellows', Turner's Lane and Ridge Avenue.
Macphelah, Tenth and Prime.
Ronaldson's, Ninth and Shippen.
Philadelphia, Passyunk Road, west of Broad.
Union, Sixth and Federal.
Mount Moriah, on Darby Road.
Cathedral, Hestonville.

MEDICAL COLLEGES, &c.

Jefferson, Tenth street, below Sansom.
Pennsylvania, Ninth street, below Locust.
Philadelphia, Fifth, below Walnut.
University of Pennsylvania, Ninth, between Market and Chestnut.
College of Pharmacy, Zane street, above Seventh.
Eclectic Medical College, Haines street, west of Sixth.
Medical Institute, Locust above Eleventh.
Female Medical College, Arch street.
Homœopathic Medical College, Filbert street, above Eleventh.
University of Free Medicine, Arch street.

BANKS.

Farmers' and Mechanics', Chestnut, above Fourth street, (north side.)
Philadelphia, Chestnut, above Fourth street, (north side.)
Western, Chestnut, above Fourth, (south side)
Commonwealth, Chestnut, above Fourth, (south side.)
Bank of North America, Chestnut, above Third, (north side.)
Commercial, Chestnut, above Third, (south side.)
Bank of Commerce, Chestnut, below Third, (north side.)
Mechanics' Bank, Third, below Market, (west side.)
Girard Bank, Third, below Chestnut, (west side.)
Tradesmen's Bank, (S. W.) corner of Second and Spruce.
Southwark, Second, below South, (west side.)
City Bank, Sixth, above Market, (west side.)
Bank of Penn Township, (N. W.) corner of Sixth and Vine.
Kensington Bank, Beech and Maiden.
Bank of Northern Liberties, Vine, below Third, (north side)
Consolidation Bank, Third, above Vine, (east side.)
Manufacturers' and Mechanics', (N. W.) corner of Third and Vine.
Union Bank, (N. E.) corner of Third and Arch.
Corn Exchange, (N. E.) corner of Second and Chestnut.

Numerous Saving Funds exist in different parts of the city.

MARKET HOUSES.

Western, N. E. corner of Sixteenth and Market.
Franklin, Tenth street, above Chestnut.
Eastern, Fifth and Merchant.
City Market, Broad and Race.
Fairmount, Kater, Germantown.

CHURCHES.

Episcopal.

Calvary, Front and Magaretta.
Christ, Second, above Market.
Covenant, Concert Hall, Chestnut street.
St. James', Seventh, above Market.
St. Peter's, Third and Pine.
St. Stephen's, Tenth, above Chestnut.
St. Andrew's, Eighth, above Spruce.
St. Jude's, Franklin, above Brown.
St. John's, Brown, below Third.
St. Luke's, Thirteenth, below Spruce.
St. Philip's, Vine, below Eighth.
Epiphany, Fifteenth and Chestnut.
Grace, Twelfth and Cherry.
St. Paul's, Third, below Walnut.
St. Matthew's, Francisville.
Trinity, Catharine, above Second.
Gloria Dei, Swanson, near Navy Yard.
Ascension, Lombard, above Eleventh.
Evangelist's, Catharine, above Seventh.
Intercession.
Emanuel, Marlboro', above Franklin.
All Saint's, Twelfth, below Fitzwater.
Nativity, Eleventh, and Mount Vernon.
Advent, York Avenue, above Tammany.
Redemption, Twenty-Second and Callowhill.
St. Mark's, Locust, above Sixteenth.
St. Mark's, Locust, near William.
St. James the Less, Falls of Schuylkill.

Zion, Eighth and Columbia Avenue.
Atonement, Seventeenth and Summer.
Crucifixion, Eighth, above Shippen.
Mediator, Nineteenth and Lombard.
Messiah, Port Richmond.
St. Bartholomew, Germantown Road, near Eighth.
Resurrection, Nicetown.
Redeemer, (Seamen's) Spruce St. wharf.
Savior, West Philadelphia.
Trinity, Maylandville.
St. James', Kingsessing.
St. Andrew's, Mantua.
St. Barnabas, Market, above Twenty-First.
Savior, Reed, near Eighth.
Holy Apostles, North Broad street.
St. David's, Manayunk.
St. Luke's, Germantown Avenue.
Christ, Germantown.
Trinity, Oxford.
All Saint's, Lower Dublin.
Oak Grove, "
Emmanuel, Holmesburg.
St. Mark's, Frankford and Sellers.
Chestnut Hill, Chestnut Hill.
St. Clement's, Nineteenth and Cherry.
Holy Trinity, Rittenhouse Square.
Wistar Street Mission, Germantown.
Mission, Reed, above Front.

Roman Catholic.

Cathedral, Eighteenth and Summer.
St. Augustine's, Fourth, near Vine.
St. Joseph's, Willing's Alley.
St. Mary's, Fourth, above Spruce.
St. John's, Thirteenth, below Market.
Holy Trinity, Sixth and Spruce.
St. Michael's, Second, near Kensington.
St. Francis Xavier, Fairmount.
St. Ann's, Port Richmond.
St. Philip de Neri, Queen, above Second.
St. Peter's, Fifth and Franklin Avenue.
St. Paul's, Christian, below Tenth.
Assumption, Spr'g Garden, bel. Twelfth.
St. Theresa's, Broad and Catharine.
St. James', West Philadelphia.
St. Alphonsus', Fourth and Reed.
St. Mary Magdelene, Marriott, below Eighth.
St. Malachy, Eleventh, above Master.
St. Bridget's, Falls of Schuylkill.
St. Gregory, Cathedral Cemetery.
St. Joachin, Frankford.
St. Vincent of Paul, Germantown.
St. Dominic, Holmesburg.
St. Stephen's, Nicetown.
St. John Baptist, Manayunk.
Immaculate Conception, Manayunk.
Lady of Conception, Chestnut Hill.

Presbyterian.

First, Washington Square.
Second, Seventh, below Arch.
Third, Fourth and Pine.
Fourth, Twelfth and Lombard.
Arch Street, Arch street, above Tenth.
Sixth, Spruce street, near Sixth.
Seventh, Broad, above Chestnut.
Eastburne, (Mariner's) Water street.
Scotts, Spruce, above Third.
Ninth, Sixteenth and Sansom.
Tenth, Twelfth and Walnut.
Twelfth, South, above Eleventh.
Central, Eighth and Cherry.
Clinton Street, Tenth and Clinton.
Union, Thirteenth, below Spruce.
Western, Seventeenth and Filbert.
First, N. L., Buttonwood, below Sixth.
Central, Coates, above Third.
North, Sixth, above Green.
Spring Garden, Eleventh, above Spring Garden.
Logan Square, Twentieth and Vine.
First Southwark, German, above Second.
Southwark, Third and Redwood.
First Kensington, Franklin above Palmer.
Cohocksink, Germantown Road, above Sixth.
Green Hill, Girard Avenue, above Sixteenth.
Penn, Tenth, above Poplar.
Richmond, Richmond.
Fifteenth, Fifteenth and Lombard.
First W. P., West Philadelphia.
Second W. P., " "
Calvary, Fifteenth and Locust.
West Spruce Street, Seventeenth and Spruce.
First (Kensington) Frankford Road, above Franklin.
Welsh, Filbert, west of Fifteenth.
Westminster, Broad and Shippen.
Southwestern, Twentieth and Lombard.
Olivet, Twentieth and Washington.
West Arch, Arch and Eighteenth.
Germantown, Main, above Centre.
Chestnut Hill, Chestnut Hill.
Bridesburg, Bridesburg.
Holmesburg, Holmesburg.
Frankford, Frankford.
Manayunk, Manayunk.
Market House Square, Germantown.
Belmont, Belmont Avenue.
Alexander, Nineteenth and Green.
Princeton, Thirty-Ninth and Powelton Avenue.
Second, Germantown.

Methodist.

St. George, Fourth, below Vine.
Union, Fourth, below Arch.

Trinity, Eighth, above Race.
Green Street, Green, above Tenth.
Fifth, Fifth, below Green.
St. John, Third, above Beaver.
Kensington, Queen and Marlboro'.
Sanctuary, Fifth, below Franklin Avenue.
Front Street, Front street, above Laurel.
Cohocksink, Germantown Road, below Fifth.
Twelfth Street, cor. Twelfth and Ogden.
Hedding, Sixteenth and Coates.
Tabernacle, Eleventh, above Jefferson.
Hancock street, Hancock street, above Franklin Avenue.
Emory, Callowhill, west of Eighteenth.
Summerfield, Dauphin and Frankford Road.
Port Richmond, Port Richmond.
Rising Sun, Germantown Road, near Broad.
Washington Street, Twenty-Second and Washington.
Nazareth, Thirteenth, below Vine.
Central, Vine, below Thirteenth.
Western, Twentieth, below Walnut.
Pitman Chapel, Twenty-Third and Lombard.
Salem, Lombard, below Broad.
St. Paul's, Catharine, above Sixth.
Ebenezer, Christian, below Fourth.
Holmesburg, Holmesburg.
Germantown, Germantown.
St. Stephen's, "
Mount Zion, Manayunk.
Ebenezer, "
Wharton Street, Wharton, above Third.
Mariner's Bethel, Shippen and Penn.
Broad Street, Broad and Shippen.
Eleventh Street, Eleventh, below Carpenter.
Scott, Eighth, above Franklin.
Ashbury, West Philadelphia.
Mantua, Mantuaville.
Haddington, Haddington.
Monroeville, Monroeville.
Y. M. Home Mission, Bedford, above Sixth.
Frankford, Frankford.

Baptist.

First, Broad and Arch.
Second, New Market, above Poplar.
Third, Second, above Catharine.
Fourth, Buttonwood and Fifth.
Fifth, Sansom, above Eighth.
Spruce Street, Spruce, above Fourth.
Calvary, Fifth, below Carpenter.
Tenth, Eighth, above Green.
Eleventh, Twelfth, above Race.
Twelfth, Queen, near Shakamaxon.
Broad, Broad and Brown.
Passyunk, Broad and Passyunk.
West Philadelphia, Chestnut, above Park.
North, Eighth, above Master.
Tabernacle, Chestnut, near Eighteenth.
German, Sixth and Poplar.
Spring Garden, Thirteenth above Wallace.
Blockley, Thirteenth, above Wallace.
Schuylkill Falls, Schuylkill Falls.
Manayunk, Manayunk.
Germantown, Price street.
Chestnut Hill, Chestnut Hill.
Olivet, Christian, below Sixth.
Roxborough, Roxborough.
Frankford, Frankford.
Lower Dublin, Lower Dublin.
Holmesburg, Holmesburg.
Union, Milestown.
Turner's Lane, Turner's Lane and Butler.
Franklin, Third and Elwood Lane.

PHILADELPHIA TO PITTSBURG.

PENNSYLVANIA CENTRAL RAILROAD DEPOT.

The Depot is at Eleventh and Market Streets, with a front of pressed brick, upon the first named thoroughfare, and a sufficient number of tracks inside for the accommodation of the passenger business of the road. It contains suitable offices for the General Passenger Agent, Thomas Moore, Esq., and others, whose duty calls them to this point. The westward bound traveller can entertain himself with a view of the applicants for tickets, for every important place between New Orleans and Iowa.

Then comes a tap of the bell—a rush of negro porters—a shout by the Conductor, and the long line of mules apply themselves to the task, and, with a jerk upon their iron chains, start the car on its journey of three hundred and fifty-four miles to Pittsburg. Rather slow work this mule locomotion, but allowable, as it only has to be borne during ten minutes required to haul the train to the outer Depot in West Philadelphia. In that ten minutes the progress is through Market Street, the great busi-

ness thoroughfare of the Quaker City. Two squares above the Passenger Depot, (at Thirteenth and Market Streets) is the Freight Depot of the Pennsylvania Railroad Company. The building is immense, with arched roof—a half dozen platforms apportioned off for the freight for different points on the road, and in the Great West, and ample room for cars and vehicles. Cost a "power" of money, that structure, and will last forever. Go there, and the Agent will give you a receipt for anything from a cross-cut saw, to a thousand hogsheads of molasses.

As you rattle along at a dog-trot, view the car in which you are ensconced; note the solidity and strength of its construction, and think of the care which was exercised to perfect the vehicle destined to carry passengers thousands of miles in the course of the year. Then, having arrived at Eighteenth and Market, place "eyes right," and see a building with an arched roof, called the West Chester Railroad Depot. This structure was erected by Bingham & Dock, a firm, who before the Pennsylvania Railroad Company bought the line to Lancaster, leased it from the State of Pennsylvania, and run the trains to the west. Their cars left this depot. The occupation of Messrs. B. & D., like that of Othello, is "gone."

MARKET STREET BRIDGE.

The Bridge over the Schuylkill, which belongs to the City, is the great thoroughfare between Philadelphia and West Philadelphia. The question of building another one, has long been in agitation. The wire bridge, which is perceptible up the Schuylkill, is too far up town to accommodate the business community. The Market Street structure, is now used by Passenger Railway Companies, private citizens, and the Pennsylvania Railroad Company, who have one half of it, and two tracks laid therein.

WEST PHILADELPHIA—THE ROUTE.

At the west end of the Bridge we leave Market Street, and halt in front of the Superintendent's Office of the Philadelphia Division of the Pennsylvania Railroad. The Superintendent, is George C. Franciscus, Esq. While we are stopping, men are "sounding" the car-wheels to ascertain if they are without break or fracture. This concluded, the locomotive gives its deep bass whistle, and starts. West Philadelphia lies on either side of us, in some parts, wearing the appearance of an active business place, and in others seeming like a summer resort for merchants who have money to invest in cottages. The finest portion of it is not visible from the Railroad. The tall white iron pipe which looks down upon the place, is the "Stand-pipe" of the Water Works which supply the Ward, (for West Philadelphia is a Ward) with water.

THE RAILROAD.

The Railroad which the traveller pursues between Philadelphia and Dillerville, (near Lancaster) seventy miles, was known formerly as the "Columbia Railroad." It was built by the State of Pennsylvania, and opened in 1834. It extended beyond Dillerville to Columbia, on the Susquehanna River, where it connected with the Eastern Division of the State Canals. When first constructed it had two inclined planes, one just beyond Philadelphia, and one at Columbia. Both have been avoided.

The Road was purchased by the Pennsylvania Central Railroad Company in 1857, for seven million five hundred thousand dollars, and was immediately ballasted and put in repair. Two tracks extend from Philadelphia to Dillerville.

Between Philadelphia and Downingtown (thirty-three miles), the objects of interest are many. Hestonville, on the south side of the Railroad, is the point to which horse railway cars run at intervals, and is an improving part of the City. Crested hills on both sides of the road are tipped with country seats of Philadelphians, for whose convenience neat and small Station Houses have been erected at short distances. Rocky cuts indicate that the Quaker City will never lack for building stone. The Lancaster turnpike crosses and recrosses the Railroad. Athensville is a scattered village on the turnpike, and in Montgomery County, one of the richest agricultural sections of Pennsylvania. The Railroad makes a sharp curvature at this point. Haverford College, a Friend's Classical School, is on an eminence south of the Railroad, with a beautiful lawn in front, and surrounded with trees. White Hall, is merely a Hotel, noted as a summer resort, and situated at the junction of three townships, viz., Lower Merion, Haverford and Radnor. Villa Nova, is a Roman Catholic College on the crest of a hill, south of the Railroad. The building is yellow, and surmounted with a Cross. Morgan's Corner thirteen miles from Philadelphia, is in a corner of Delaware County at the junction of four roads. Eagle Station, passing which, the westward bound traveller enters Chester County, is in an old Welsh township, viz., "Tredyffrin." Here is located one of the oldest inns of the State, noted as a halting place for the men, who drove the ancient Conestoga Wagons along the turnpike. At the Railroad and turnpike crossing, is the first point where the traveller obtains an open view of Chester Valley to the south; westward from this point the valley, which is full of fine farms, limestone quarries, &c., gradually opens, the Railroad being laid upon the south side of it. Paoli was the seat of another "Conestoga" Hotel, and was the home of General Washington during the Revolutionary scenes of the locality. General Wayne's birth-place is near here, and the house we believe, is still standing. The Paoli Massacre took place near here in 1777, and the spot is marked by a Monument erected by the Chester County Military Company. Junction, is the point of divergence of the West Chester Railroad, which is now leased and worked by the Pennsylvania Railroad Company. Chester Valley is twenty miles long and two miles wide; the Chester Valley Railroad is seen on an embankment passing through its centre and running between Norristown and Downingtown. Steamboat, is a country Hotel, with a Station House and a few adjoining tenements, in the midst, however, of a rich district. Oakland, an agreeable place of summer resort, commanding an admirable view of the valley, consists of a hotel, &c. High Bridge, over a branch of the Brandywine Creek, is nearly five hundred feet in length, and durably constructed. Lime-stone quarries give some idea of the resources of the valley. The Depot of the Chester Valley Railroad is on the north side of the Railroad near Downingtown. The Chester Valley Railroad, is operated by the Philadelphia and Reading Railroad Company, under a five year's lease.

PHILADELPHIA, 33. DOWNINGTOWN. PITTSBURG, 321.

This is a lengthy village, dating as far back as 1728, and deriving its name from Thomas Downing, who became part owner of the ground in 1730. The original settlers were from Birmingham, England, but they do not appear to have attempted to build up a city equal to that which they left, but rather to have been contented with a village of neat cottages and "pleasant places." It has, however, in the vicinity, a number of mills and factories. A branch of the Brandywine Creek furnishes water-power, and passes southward to the scene of the battle at Chadd's Ford, in 1777, between General Washington and Lord Cornwallis. A good hotel is at the Depot, and the indefatigable Lancaster Turnpike is in sight. This improvement was commenced in 1792, and cost over five hundred thousand dollars.

Eleven miles intervene between Downingtown and Parkesburg. Gallagherville is passed. It is a place of fair size, but apparently not built with much regard for regularity. It is on high ground, to the north of the Railroad—Caln, an inconsiderable place in the valley of Chester County, is just at a point where the iron-horse glides from the south side of the valley to the base of the hills which form its northern enclosure—Coatesville, originally settled by Lindley Coates, in 1725, has rolling and paper mills in its vicinity, and is on the west branch of the Brandywine, which is crossed by a bridge over seventy feet high, and nine hundred feet long. It is a very neat and fine-looking place—population not over six hundred and fifty. Chandlers, a station with some half dozen tidy houses in the foreground, is for the accommodation of the adjoining agricultural country.

PHILADELPHIA, 44. PARKESBURG. PITTSBURG, 310.

The westward bound traveller will find it on the right side of the cars, with streets running parallel with the Railroad. The old machine and repair shops of the Columbia Railroad are on the left. The town itself was commenced about 1831, and is the seat of two educational institutions. The business accruing from the Railroad Company, who employ a large number of men at the shops, tends to the prosperity of the place, and as an agricultural depot for the surrounding valley it is entitled to some importance. Enterprising men have also erected and operate several factories and forges in the vicinity.

Between Parkesburg and Leaman Place, the distance is thirteen miles—Penningtonville is a considerable shipping point for produce for Philadelphia. The houses of the village are mostly of frame, and the population is gifted with a good share of enterprise. Christiana, is the first station which is reached in Lancaster County. It is a thriving place, and is noted as having been the scene of a slave riot, in 1851, in which a Marylander was killed while attempting to secure a slave. Some of the parties implicated in resisting the Southerners, were tried for treason, but acquitted. Mine Ridge, a range of hills, lie just west of Christiana, and are passed through by the Railroad—they shut out from the east a valley,

which for beauty and richness would compare favorably with that to which

"Could Love fulfil its prayers—"

the love-sick hero of the Lady of Lyons, would have taken his Dulcinea. But without such poetical description, Lancaster Valley, or rather the Pequea Valley of Lancaster County, is almost unparalleled. Gap Station, five hundred and sixty feet above tide water, is at the entrance into the Mine Ridge, and boasts a small cluster of houses. Kintzers is a small hamlet-looking place, with limestone quarries in its vicinity.

PHILADELPHIA, 57. LEAMAN PLACE. PITTSBURG, 297.

Here the Railroad Company have erected a fine new brick Depot, wood-house, water-tank, &c. From what the place derived its name we cannot say. To say the least, however, it is a singular title. The houses are mostly frame.

The Shawanese Indians, were attracted from the South by the beauties of this spot, and resided near here for some time. Tiring, however, of the Pequea Valley, they emigrated to the westward, leaving the white man sole controller of the destinies of the country.

Mr. John Le Fevre, residing near Leaman Place, has in his possession a relic of the olden times, which he prizes very highly. It is a quarto size Bible, printed in the French language, in the year 1608, twelve years before the Pilgrims landed on Plymouth Rock, consequently it is now two hundred and fifty years old; and notwithstanding its great age, is still in a good state of preservation, and so legible that a French scholar may peruse it with the greatest facility. Its history, or rather its preservation, has been not a little remarkable, having in its day been buried in the earth at times, and concealed in the bottom of an old chair, to avoid its discovery by the officers deputed by the powers that then were, to find out and destroy all such books. Paradise is one mile from Leaman Place.

THE EMIGRANT LINE

While gliding along, on this double track Railroad, the attention of the traveller will perhaps be attracted by the dark green cars of the Emigrant train, bound for the far West. A glance within the cars discovers an interesting spectacle. Stout-hearted, able-bodied men, sunburnt by the beams that fell upon them in the *Fatherland*, are found there; mothers with their babes, buxom damsels of matrimonial age and unpoetical temperament; childhood, and youth, and age, collected together, all with their faces turned toward the setting sun, and with their eyes fixed upon the teeming prairies, the fertile fields of the land of promise—the new Canaan. Behind them, over the distant seas, lies all that the human heart recognizes in the magic sound of *home;* before them is unfolded a vast garden, fertile and rich in soil, watered by flowing streams, and governed by laws founded upon justice and the rights of man. Who would not be tempted by such inducements, and who is surprised that the nations of the world should embrace them.

In one day have been landed in New York, over two thousand emigrants, consisting of Germans, Irish, Scotch, English and Swedes; and how and where are these to be disposed of? Numbers doubtless remain in the large cities of the Union, but hundreds, inspired by the pioneer spirit, will seek for themselves new homes in our far territories. Political disputants question the benefit resulting to us from this accession to our population. It may or may not be an evil, but it is sufficient for us to assert the facts, without becoming involved in points of political economy. It

is sufficient for us to point to the settlements of foreigners scattered through the land, and leave for others to decide whether or not they act as checks or auxiliaries to the great spirit of improvement on its steady march towards the shore of the Pacific. The hopes and emotions which inspire those two thousand wanderers, who can tell? They cannot be comprehended save by one who himself has been "a stranger in a strange land." Our manners, customs, and habits are new and peculiar--our very appearance present to them as much that is singular as does theirs to us; and in face of these difficulties, they boldly throw themselves upon us for adoption. Each train that rolls along our highway, with its freight of humanity, contains the germ of future villages, cities, and States of our confederacy.

Between Leaman Place and Lancaster, the distance is eleven miles. Just west of Leaman Place, the Pequea Creek is crossed by a single arch bridge. It flows southward, and empties into the Susquehanna River. Gordonville, a grain depot and hamlet-looking village, is built principally upon a single street, which crosses the Railroad. It is sometimes called Concord, and has a population of about two hundred and fifty. Bird in Hand, also built upon one street, is evidently better than any possible number of "birds in the bush." It is also known as "Enterprise." It is seven miles east of Lancaster, and has a new two story brick Depot. Just west of it is Mill Creek, a tributary of the Conestoga. The Creek is crossed on a high bridge, to which extensive repairs have recently been made. Between this point and Lancaster, the Conestoga Creek is spanned by another high bridge. The Conestoga, derives its name from the Indians who dwelt in the vicinity, now alas, among "the things that were." The castellated-looking County prison is seen on the south side of the Railroad, just on the confines of Lancaster. It is of red-stone.

PHILADELPHIA, 68. LANCASTER. PITTSBURG, 286.

Lancaster, holding the rank of the fourth city in point of population in Pennsylvania, deserves a more extended description than it is possible for us to give in these pages. It has been incorporated as a City for over forty years, and was laid out as far back as 1730. Its rise previous to the construction of the Railroad, was slow and regular, befitting the character of the residents, most of whom were of German descent. The situation is one of the most healthy and pleasant in the State, the streets being laid out at right angles, and retaining, in many instances, names which savor of olden times, viz.: Duke, Queen, Prince, Orange, &c. It was the seat of the State Government from 1799 to 1812.

The modern innovations, which for a long time past have been creeping into Lancaster, tend to vastly improve its appearance, and to extend its business facilities. The locomotives which are turned out from its shops are of superior quality, and several anthracite furnaces, steam cotton factories, agricultural works, &c., furnish employment to mechanics and the laboring classes.

Gas light, has been introduced by a Company with a capital of one hundred thousand dollars. A new County Prison has been erected, at a cost of one hundred and ten thousand dollars. The new Court House, nearly finished, is a magnificent edifice in the Grecian style, costing over

one hundred thousand dollars. Franklin College, of this place, was founded in 1787, but subsequently declined. Recently a charter was obtained for the union of this Institution with Marshall College, on the condition that twenty-five thousand dollars should be raised by the citizens of Lancaster County. Lancaster contains churches belonging to the Episcopal, Lutheran, Methodist, Presbyterian, Catholic and other denominations. Fulton Hall, for concerts, &c., is one hundred and five feet long by fifty-seven wide. The City also contains a classical academy, two public libraries, and two banks.

In the days of the Revolution, Lancaster played a prominent part as a prison station for British soldiers. It was the birthplace of Robert Fulton and George Ross, and now is the residence of Hon. James Buchanan, Hon. Ellis Lewis, late Judge of the Supreme Court, and Hon. Thaddeus Stevens.

Lancaster is a namesake of its English brother—the city which in 1455 supported the banner of the "Red Rose of Lancaster," and bore it upon the bloody fields of conflict in the wars of the Roses, against the forces of the Duke of York, who threatened

> "To grapple with the House of Lancaster;
> And force perchance to make him yield the crown,
> Whose bookish rule hath pulled fair England down."

The city is supplied with water from the Conestogo Creek. From this point also, to the Susquehanna River, a distance of eighteen miles, a slack water navigation has been established, which can be used by large vessels. Just west of Lancaster, on the south side of the Railroad, is Franklin and Marshall College. It is on a prominent piece of land and is of brick. A correspondent thus describes the Inland City:

As the shades of evening approach, the fellow-townsmen of Mr. Buchanan give themselves up to enjoyment. The best hearth rug is brought out from the parlor and spread upon the front door steps, and the head of the family lounges there in *dishabille*, surrounded by his wife and numerous children. Philoprogenitiveness is one of the idiosyncracies of the Lancasterians. Such hordes of small children I never saw in any Irish quarter of any city, as are to be seen around the doorsteps of the dwellings in this place at twilight Where they all come from is a mystery which it would puzzle "Jeemes Buckanon" himself to solve. Then, throughout the early evening, the pretty Lancasterian girls promenade the streets in pairs, triplets, and troops. They laugh and chat gaily, and look with the boldness of innocence upon the tavern loungers in front of Michael's and the other hostleries scattered along the main street. They are mostly without hats, having ascertained that it is an easy step from the latest fashioned bonnet to bareheadedness, and with a noble impartiality they resolve to expose their phrenological bumps to the evening air all alike. It is very pleasant to sit at the door and watch the panorama of living beauty moving past.

Between Lancaster and Dillerville the distance is two miles.

PHILADELPHIA, 70. **DILLERVILLE.** PITTSBURG, 284.

This place consists of not over a dozen houses and was named after Gen. Adam Diller, a late resident of Philadelphia. He was largely interested in lands in the interior of the State, but we do not imagine that the town fulfilled his expectations.

This is the point of junction of the "Harrisburg and Lancaster Railroad," which runs from Dillerville to Harrisburg, thirty-six miles. The Express, Fast lines, and Mail trains of the Pennsylvania Railroad pass over this road without change of cars, under an existing lease. The old "Columbia Railroad," after leaving Dillerville, proceeds to the south, to the Susquehanna river and Columbia.

HARRISBURG AND LANCASTER RAILROAD

Was opened on November 30th, 1846, at a cost of one million, seven hundred and two thousand, five hundred and twenty-eight dollars. The bonds due in 1883, amount to six hundred and thirty-eight thousand dollars. Interest on them, is payable in January and July, and the road declares dividends averaging ten and twelve per cent. per annum. It is maintained in equally as good order as the Pennsylvania Central Railroad.

Seven miles intervene between Dillerville and Landisville, in which numerous branches of the Little Conestoga Creek are crossed. The road runs through Lancaster County for the whole distance.

PHILADELPHIA, 77. **LANDISVILLE,** PITTSBURG, 277.

Is a very pleasant, shady, and neat little hamlet on the south side of the railroad. It is on perfectly level ground. With its white frame dwellings in the foreground, it reminds one of

"Sweet Auburn, loveliest village of the plain."

Between Landisville and Mount Joy, the distance is four miles. The points of interest are—High Bridge about three hundred feet long, over a Creek with a monstrous crooked name, viz., "Chiquesalunga," which empties into the Susquehanna near Marietta—Cedar Hill Seminary, an institute to "turn out" finished young ladies, and which is *par excellence*.

PHILADELPHIA, 81. **MOUNT JOY.** PITTSBURG, 273.

This place, with such a remarkably expressive name, is the seat of considerable business. Foundries, Machine shops, and a Car Manufactory are here located, and the adjoining excellent limestone valley supplies its riches. One of the principal streets crosses the railroad diagonally, and the traveller will observe that it is wide and well built.

Mount Joy was settled about 1812, by emigrants from a place of the same name in the north part of Ireland. It is the seat of Mount Joy Academy and other schools, and has a population of nearly two thousand.

Mount Joy is six miles distant from Elizabethtown—a highly agricultural region intervenes—the formation is limestone. A tunnel is passed just east of Elizabethtown, and Conoy Creek, a tributary of the Susquehanna

is crossed. From the western end of the Tunnel a good view is obtained of

PHILADELPHIA, 87. ELIZABETHTOWN, PITTSBURG, 267.

Which, located in the centre of the valley, is in Lancaster County. It is apparently built upon a series of small eminences about one-eighth of a mile from the railroad, and although not so large, is equally as handsome a place as its brother on the New Jersey Railroad. Brick and frame dwellings are well interspersed, and two church steeples which are prominent, indicate that religion and intelligence go hand-in-hand. The population of Elizabethtown does not reach one thousand.

Nine miles to Middletown, in which the Conewago Creek, which forms the boundary line between Lancaster and Dauphin Counties, is crossed—"feather beds" of boulders, covering acres in extent are observed on both sides of the railroad. The stones in many places are so close together as almost to induce belief in the rumor that the farmers are obliged, when corn planting time comes, to shoot the grains in the crevices of the rocks with a musket, and to soften the soil by blasting. This is a section where a traveller seeing a farmer with a basket of eggs inquired how many he had, and the price of them, whereupon the following colloquy took place:

"I've got 'bout three dozen, mister, what'll you give for them?"

"Seven cents a dozen!"

"What, only seven cents a dozen?"

"Yes, that's all."

"Well then all I've got to say is, it's a shame."

"What's a shame?"

"Why look-a-here Mister, if you was a hen, wouldn't you think it was all-fired hard times if you had to lay eggs in this part of the country for only seven cents a dozen?"

The spot where the railroad crosses the Conewago is a very romantic one, the stream flowing through a gorge, shaded by trees.

PHILADELPHIA, 96. MIDDLETOWN. PITTSBURG, 258.

Here the westward-bound traveller obtains the first view of the Susquehanna River on his left, and between here and Harrisburg he will not fail to observe

"All the fairy crowds,
Of islands, which together lie,
As quietly as the spots of sky,
Among the evening clouds."

Middletown is an extensive lumber depot, and is at the month of Swatara Creek, a stream which comes from the coal regions of Pennsylvania, in the neighborhood of Pottsville. The town derived its name from having been the mid-way station on the turnpike running from Lancaster to Carlisle. It was settled previous to 1755, and is now a thriving business point.

Between Middletown and Harrisburg, (nine miles,) Highspire, a town

of nearly seven hundred inhabitants is passed. The Northern Central Railroad, is observed on the opposite side of the Susquehanna, running at the base of the York Hills, and connecting Baltimore and Sunbury—General Cameron's residence, is north of the railroad on a bluff—Paxton Creek, is crossed just east of Harrisburg.

PHILADELPHIA, 106. HARRISBURG. PITTSBURG, 248.

As handsome a town as any in Pennsylvania, is this same Harrisburg, and well worthy to be the Capital of an affluent Commonwealth. Nature made but one spot on the Susquehanna so favorable as the site of a future city. The river, wide and transparent, sweeps past the place as placid as though it were glad to emerge from the mountains of the north, with their narrow chasms and rocky pathways. Front street, looking out upon the stream, is built up with fine dwellings and churches, while the universally wide streets in the heart of the town, give a cheerful and tasty appearance to the whole. The ground is elevated, although level, and the few marshes which formerly existed in the neighborhood have been drained, so that the general good health of the residents is notorious. Private enterprise has recently done much to increase the business of Harrisburg, and the next five years, will undoubtedly show an immense accession to her population. Being the only point in the interior of the State of Pennsylvania, from which railroads diverge to the four points of the compass, this result will not be surprising.

The State Capitol, stands on an eminence north of the centre of the of town, and contains the various offices necessary for the transaction of public business. Two additional buildings upon either side, contain rooms used for a like purpose. In one of these, the visitor will find open for inspection, free of charge, many relics of the olden time—deeds of King George, &c., &c. The Senate Chamber, and Hall of Representatives, which were both elegantly refitted in 1858, are well worth critical attention. A view from the dome of the main edifice, discloses the length and breadth of the fine valley in which the town is situated. Among the notable features to be discerned from this point are, the Cumberland Valley Railroad Bridge, which crosses the river at the foot of Mulberry street—the Water Works, on the banks of the stream—the Blue Mountain, in the distance to the north—the Harrisburg Cemetery, on an eminence back of the town—the Pennsylvania Central, and Lebanon Valley Railroad Depots—the State Lunatic Asylum, which lies to the north—the Reservoir of the Water Works—the new Presbyterian and Baptist Churches—the different railroad lines diverging from the place, and the villages on the opposite shores of the Susquehanna.

John Harris was the original proprietor of Harrisburg, and in his day is recorded to have made many profound and remarkable predictions as

to the future of the town. Certain it is, that about forty-five years before it became the seat of government, he gave for public use the ground upon which the capitol stands. An iron railing, enclosing a tree-stump upon the river bank, near the end of the Cumberland Valley Railroad Bridge, marks the spot, where, tradition says, Harris underwent a severe trial, having been tied by the Indians, preparatory to being burned alive. The consummation devoutly *not* "to be wished for," was fortunately prevented, and the incident is perpetuated in a painting which now adorns the Senate Chamber. The residents of the place, at the present day, can form but a poor idea of the thoughts and motives which influenced the settlers of 1790, or can but faintly picture the scene of 1700. The broad river of course was flowing, and the sun of evening cast upon its surface beams as golden then, as now. But the bark canoe took the place of the gliding raft, and the whistling forest wind made sweeter music than the locomotive shriek. No red warehouse reared its walls, but the lodge of the red-skin usurped its place—no pale maidens walked upon the banks, but the Indian girl wrapped her loose garments around her, and gazed upon the possessions of her race. The council fires glowed instead of the furnace fires, and the swift arrow spent its strength instead of the bullet. One hundred and sixty years make marvellous changes!

Extensive Car-works, several Anthracite furnaces and Rolling-mills, and a mammoth Cotton-mill, exist in Harrisburg. The usual County buildings, consisting of a Court-house and Prison, we have omitted to mention. The reader, we hope, will have no occasion to use either of them.

The annual sessions of the Legislature in this place, which have been held ever since 1812, are marked by bustle and excitement, and the history of "a winter at Harrisburg," if it was written by a politician, would reveal extraordinary feats of diplomacy, trickery and financiering, perpetrated very often, public report says, within the Legislative halls.

The Fire Department is not excelled by that of any town in the country, and Library Institutions, &c., are abundant. The press, consists of two daily papers, of opposite politics, and three weeklies. The Democratic sheet, edited by Richard J. Haldeman, Esq., stands high, both as a political organ, and as a journal, reflecting the fine literary and other educational acquirements of its editor.

OLD ADVERTISEMENT OF 1784.

Harrisburg, Jan. 1784—*A New Town.*—The subscriber having laid out a *Town* on the banks of the Susquehanna, adjoining the ferry (commonly called Harris' Ferry,) he now offers for sale, or on ground rent, for such term of years as may be agreed upon, a number of *Lots* in said Town. This spot of ground seems designed by nature for the seat of a

town; its healthy, pleasant, high situation; its easy communication by water with a great part of the country; its lying on the *main road through the continent*, and from Philadelphia to Fort Pitt, and all the *back country*, points it out as one of the most convenient and best spots for a town in the interior parts of the State of Pennsylvania. The town may be accommodated with a very fine dock, at a small expense, there being a natural canal, defended on both sides by limestone banks, at its entrance into the Susquehanna, where boats and craft will lay safe at all times. There being a great deal of fine clay for making brick and earthenware, also a great plenty of wood, which will be furnished on very low terms; encouragement will be given to brick-makers, potters and others. For terms apply to JOHN HARRIS.

THE SUSQUEHANNA.

Between Harrisburg and Duncannon, a distance of about fifteen miles, the Railroad pursues its course along the Susquehanna River. It crosses the stream about six miles west of Harrisburg on an elegant bridge at "Rockville." The bridge is three thousand six hundred and seventy feet long, and was commenced in 1847, and finished in December, 1848. A tornado once carrried away six spans of it.

The Susquehanna is a beautiful stream. Its head waters are in New York, and it empties into Chesapeake Bay, after traversing the whole width of Pennsylvania. Except for rafts it is not navigable, but millions of feet of lumber annually, through this means of transportation, find their way to market.

The raftsman's life, can be appreciated only by the red-shirted "mariners," who glide down the stream at every high tide in the fall. A rough, devil-may-care set they are, to be sure, fond of the fiddle, old rye, and a good song, and with no positive objections to a fight. But they deal with the romantic of nature, and their hearts are "in the right place." Past the forest banks, we have often seen them floating, one at each end of the unwieldy craft, and a couple in the centre, "telling yarns" to each other, and now and then, waking the echoes of the mountains by their peals of laughter.

A jolly sort of life, we should think this would be, to give one what out West is called the "agur," but what a certain individual, Jones by name, and reporter by profession, calls chills and fever, and describes, as an institution that commences with a feeling of "goneness" about the stomach, continues with a peculiar and striking sensation down the back bone, and terminates with a heat which forcibly illustrates the beauties of the regions of Pluto. Very pleasant, no doubt.

The traveller of the Susquehanna, will observe extensive walls built up several feet in height, and converging to points in the centre of the stream, forming as it were, two sides of a stone triangle. These are dams erected for the purpose of leading the fish into a "basket," which is placed at the apex or point of the triangle. Eels especially, are the victims of those designing fishermen. The slippery customers, during the season, are caught in immense numbers, and are shipped to Baltimore and other markets. Very often a small house is constructed over the "basket." In this, a light is placed at night, which acts as a decoy to the foolish water travellers, and enables the sportsman to "skin them" and

"do them brown." The walls, are sometimes built by individuals, and sometimes by companies, and it is impossible to form any accurate idea of the real extent and value of the eel fisheries.

Duck shooting is also ranked among the amusements of the region. Annually, as the cold weather advances, the water fowl, which have been spending the summer among the lakes of the north, are driven south in search of warmer latitudes. In their passage, they alight upon the Susquehanna, and large numbers are shot before they reach their southern home. Black ducks, dippers, whistle-wings, mallard, teal, &c., are among the varieties to which gunners pay their best respects.

Between Harrisburg and Duncannon, the prominent objects, are, the State Lunatic Asylum, north of the Railroad, near Harrisburg; the Pennsylvania Central Railroad Bridge, at Rockville; the Northern Central Railroad Bridge, three thousand eight hundred and forty-five feet long, costing one hundred and fifty thousand dollars, at Dauphin; the Blue Mountains, at the bridge which the traveller crosses; Peter's Mountain, opposite Duncannon—and Sherman's Creek, which the Railroad crosses just east of that place. The town of Dauphin, is at the extreme end of the Northern Central Railroad Bridge. A peculiar curve is found in the mountain on the south side of the Railroad near Duncannon, which is designated the "Cove," from its shape. The track is in excellent order, and the greatest care is taken, by the erection of stone walls, to prevent mountain slides.

PHILADELPHIA 120. DUNCANNON. PITTSBURG 234.

A town of irregular formation, which nevertheless is the seat of considerable business. A magnificent Iron Bridge, spans Sherman's Creek, near this place. The town plot is on a nearly level piece of ground, at a point where the Susquehanna makes a very decided curve to the east. The iron manufactories at this place and immediate vicinity, have given it importance. They are calculated for the whole process of smelting, rolling, and nail-making. The population of Duncannon, may be set down at nearly one thousand, and it was settled about 1784.

THE WILDERNESS.—DEER HUNTING.

Over the Susquehanna, and directly east of Duncannon, is a genuine wilderness, if gloomy swamps and thickets, and rocky and frowning mountain sides can make it such. "Bear Swamp," is noted as being in the centre of this tract, and, as it is miles in extent, affords harboring places for bears and like animals. A few deer yet linger around the place, but the efforts of the huntsmen, have proved but too successful in thinning them out. A deer hunt to an amateur, is an excitement not easily forgotten. The animals when pursued by dogs, have what are known as regular "paths." Through these, they run and generally cross some stream, in order that the scent of the hounds may cease at the brink of the water. It is at these crossing places, well known to the experienced hunter, that a shot is obtained. The animal plunges into the water—prepares for a second leap, when a low whistle from the watcher causes him to halt and listen for a moment. If the rifle is quick in its duty, that moment is his last, and his blood mingles with the pure waters of the stream.

THE JUNIATA.

About one mile west of Duncannon, the Railroad strikes the mouth of the Juniata River, which it follows, on the south bank, through three counties of the State of Pennsylvania, viz., Perry, Juniata and Mifflin. Opposite the point of junction of the two rivers, is "Duncan's Island," deriving its name from its owner.

Between Duncannon and Newport, the principal features are, "Clark's Ferry" Bridge, which is visible up the Susquehanna, above Duncannon; Duncan's Island, north of the Railroad; "Aqueduct Station," three miles west of Duncannon, where the Susquehanna Canal crosses the Juniata on an aqueduct of six arches, and where passengers formerly took the canal packet for the northern part of the State; Baileysburg, an inconsiderable village, and the uniformly fine scenery of the Juniata.

PHILADELPHIA 133. NEWPORT. PITTSBURG 121.

A finely built place, on level ground, on the north side of the Railroad, and between it and the Juniata. It is in Perry County, and dates as far back as 1814. The creek which comes in from the south side of the Railroad at the town, is the Little Buffalo. It has a population of nearly one thousand—has flour and saw-mills—good hotels—large wood and water stations—bridge over the Juniata, &c., &c., and presents a very neat appearance from the cars.

Between Newport and Mifflin, twenty-one miles, the traveller may notice—Viaduct over Big Buffalo Creek, one mile above Newport; Dam on the Juniata, over which a rope ferry is thrown; The canal, which winds along the opposite shore of the stream; Millerstown, also on the opposite side, dating back for at least sixty years, is at present the last Railroad Station in Perry County (going west); Tuscarora Mountain, just west of Millerstown, is on the south side of the Railroad; Thompsontown, sixty years old, and up a valley on the distant side of the Juniata; Mexico, where some white settlers were shot by the Indians, and near which, two tribes are reported to have had a battle, because their children quarrelled about grasshoppers. (This place was settled in 1751.) Perrysville, at the mouth of Tuscarora Creek, in a valley of the same name, a considerable shipping point, and the centre of the former hunting grounds of the Tuscarora Indians. The Railroad, for some distance in this section, is laid with "split" rail, unlike that in use on other portions, but equally durable.

PHILADELPHIA 155. MIFFLIN. PITTSBURG 199.

This place presents a City-ish appearance, well becoming the County-seat of Juniata County. Its steeples, brick hotels, and fine buildings, are plainly seen on the rising ground, on the opposite side of the river. It derives its name from Gov. Mifflin, and was laid out in 1791, by John Harris. To the Railroad Company, it is an important point, as their machine shops are here located. The portion on the same side of the stream as the Railroad, is called "Patterson," after an ex-president of the Railroad Company. The population is over one thousand. The

beautiful location of Mifflin, with the many advantages which it enjoys of pure air and water, and facility of communication, must render it an important and improving place.

Between Mifflin and Lewistown, twelve miles, the traveller will observe "Long Narrows," a mountain gorge, through which the Railroad passes. It is four miles west of Mifflin, and through its narrow limits, the Canal, River, Railroad, and Wagon-road are sometimes forced, close to each other. It is caused by a break in the "Blue Ridge." The mountain side opposite the Railroad, is sometimes nearly perpendicular. "Blue Ridge" divides Mifflin from Juniata County.

PHILADELPHIA 167. LEWISTOWN. PITTSBURG 187.

That wonderful savage and orator, "Logan," Chief of the Mingoes, resided near here, and an Indian town occupied the site of the place previous to the establishment of a Fort for the protection of white settlers, in 1755. The town itself was commenced about 1789, and modestly named after its originator, William Lewis, of Philadelphia. Its white steepled churches, contrast well, with the green of the mountains through which we have lately passed. It is near the mouth of Kishicoquillas Creek, and in the centre of a valley, between Jack's Mountain and Blue Ridge. Lewistown is noted for its iron furnaces and manufactories, and boasts numerous factories, stores, &c., besides the usual concomitants of a county town, it being the County seat of Mifflin County. The population is nearly three thousand.

THE JUNIATA REGION

Is terribly and romantically wild, and made evidently for the accommodation of the Indians, of which the "Bright Alfarata" was an example. The aforesaid Alfarata, who has, in connection with her name, immortalized the stream, we doubt not, could bring down a deer at fifty yards with the "long bow"—fish, on emergency—travel a hundred miles without difficulty—carry a "pappoose" on her back for three days, and drink "red-eye whiskey" to admiration, whenever she could get it. So much for the heroine of the section. As to the stream itself, it flows through the most mountainous country in Pennsylvania, and is equalled in beauty, only by some of the waters of the same range in Virginia. Its descent from the head waters, to the mouth, at Duncannon, is immense, and the various uses to which its giant powers have been put, are wonderful.

Between Lewistown and McVeytown, the distance is twelve miles, and the windings of the Juniata, force the Railroad to cross it, some half-dozen times. The mountain, on the northern side of the Railroad, is "Jack's Mountain," and the one on the south side, is the "Blue Ridge." Limestone is found in this valley. "Anderson's Station" is an accommodation station, and to some extent a shipping point. The site of an old Indian town, is reported to have been just east of McVeytown.

PHILADELPHIA, 178. M^{C}VEYTOWN. PITTSBURG, 176.

This station should be called "Half-way," inasmuch as it is about half-way between Philadelphia and Pittsburg. It has already changed

its name once however, having formerly been designated Waynesburg. Some iron works are near the town, which we believe are not now in operation. The residents do not number over seven hundred. It, like Lewistown, is in the centre of Lewistown Valley.

Between McVeytown and Mount Union, thirteen miles, the points of interest, are,—Manayunk, at the base of the "Blue Ridge;" Newton Hamilton, a shipping depot for the fertile valley; The High Bridge, where the Railroad crosses the Juniata on a bridge, seventy feet above the water, and passes from Mifflin County, (on the east) to Huntington County (on the west); The Canal Aqueduct which also crosses the river at the same place. At the "High Bridge," the Railroad leaves the Valley of Lewistown, and going westward, enters a gap in Jack's Mountain, first halting at

PHILADELPHIA, 191. MOUNT UNION. PITTSBURG, 163.

This Station, is on the western border of Huntington County. The town, or rather village, is not large, but the situation, just at the end of "Jack's" Narrows, as the gap is called, is romantic. The mountain and gap both derive their name from an individual, after the style of Daniel Boone, who was generally known as "Captain Jack." Of course, tradidition makes a hero of him, and declares him to have undergone almost incredible trials, and to have partly turned hermit, out of revenge for the loss of his wife and children, who were killed by the Indians. That he really did undergo great hardships, we have no doubt, but are inclined to think that many of the circumstances of his career are exaggerated.

Between Mount Union and Mill Creek, six miles, the country is mountainous on both sides of the Railroad. The Station of Mapleton, is passed. It is the shipping depot, for a long valley back of it, known as Hares Valley, named after a man, who remained true to King George, during the Revolutionary War, and who resided in the vicinity. The name of this place, "Mapleton," reminds us of one of the features of the section, viz.:

MAPLE SUGAR-ING.

From the sap of the maple tree, as it rises in the earlier part of the spring, sugar is made in considerable quantities. The mode of procuring sap, is by boring an augur hole about four inches in the tree, and inserting therein a hollow tube, through which the fluid can run into the receptacle waiting to receive it. After a sufficient quantity has been collected, and a sufficient number of trees have been tapped, it is boiled and left to cool in a dark solid mass, which is moulded into shape, by the form of the vessel which contains it. The value of the article is about two-thirds of that of sugar-cane." The manufacturers of this article, in some sections, have their camps in the woods, and at night when their work is suspended, gather together around a blazing fire, and rehearse incidents of daring and adventure. The business certainly is a "sweet" one.

PHILADELPHIA, 198. MILL CREEK. PITTSBURG, 156.

A station at the base of an immense mountain, which rears itself to the

south of the Railroad. It is called Terrace Mountain, and around the end of it, through the gap, the Railroad curves. The gap, rejoices in the name of Trough Creek Valley. Mill Creek, a small stream from the mountains, empties into the Juniata at this point.

Between Mill Creek and Huntington, five miles, a stream is discerned emptying into the Juniata, on the opposite side. This is called the Raystown Branch, and drains a large portion of Huntington County.

THE VOYAGE OF LIFE.

From just such scenes as lie between Mill Creek and Huntington, must the great artist, Cole, have drawn the inspiration which led him to paint the "Voyage of Life." Has the reader ever seen the four engravings, picturing, Childhood, floating down a quiet stream in a barque guided by angels—Youth, gliding on the current, amid lofty trees, towering mountains, and transparent atmosphere—Manhood, dashing down a wild ravine, with the prow of the frail vessel barely escaping the rocks hidden by the foaming waters, and Old Age, directed by the guardian spirit, with shattered boat, passing down the still agitated current into the great ocean of obscurity.

PHILADELPHIA, 203. HUNTINGTON. PITTSBURG, 151.

Not so called from reference to any hunting-grounds, as one might suppose, but from the Countess of Huntington, who was a patron of the University of Pennsylvania, with which the founder of the town was connected. The principal streets of the place run nearly parallel with the Railroad, and are handsomely built, although many houses still retain the "impress of the olden time." It is three hundred and fifty feet higher than Harrisburg, that ascent having been overcome by the Railroad, and is the county seat of the county of the same name. It dates back to 1770 as a town, although long before that time the site was an Indian post, where traders pursued their operations with the Indians of the section. It is at the mouth of "Standing Stone" Creek, which derives its name from a peculiar standing stone which was upon its banks, and which was said to have been fourteen feet high.

The population of Huntington, is slightly over two thousand, and the business which falls to the place, both as the point of outlet for the Broad Top Coal, and from the adjacent country, is increasing. In 1859, over six thousand persons were transported to and from the town in the cars of the Pennsylvania Central Company. This is also the terminus of the Huntington and Broad Top Railroad, which, in connection with stages, conveys passengers for nearly fifty miles to

BEDFORD SPRINGS.

This fashionable watering-place is owned by a company of gentlemen, who have made it one of the most charming retreats in the country. There are several commodious hotels, well furnished, and capable of con-

taining five hundred guests. The principal building is three stories in height, of brick, one hundred and sixty-two feet long, and sixty-two feet wide, containing a dining-room, ball-room, and bed-chambers. Water is conveyed to the premises, by pipes, from a spring half a mile distant. Nature appears to have lavished her rarest gifts here. Extensive terrace walks have been made for miles through the grounds, with benches in the shadiest nooks. The Railroad leading to the place, overcomes some stupendous difficulties by tressel-work, &c.

A DREAM OF THE INDIAN.

Between Huntington and Petersburg, the distance is six miles—for nearly the whole of which, the Railroad traverses a "Cut," or rather Gap, through "Warrior Ridge." High sounding titles some of these places have, reminding one of

> "The poor Indian, whose untutored mind
> Sees God in the clouds, and hears Him in the wind!"

Truly it is a sorrowful thing to think of the Indians, who once trod these grounds. All gone now! Do their ghosts rise at midnight from the soil with which their dust is incorporated, and hold spiritual intercourse? Do they converse together upon the past—point out to each other the spots where years ago the council-fires were lighted, and the pipe smoked? Do they listen for the war-whoop, and give it back in wild strange tones to the startled midnight air? Do they dance around the old trees on the river bank, and light the fagots at the feet of the victim? Who can say?

PHILADELPHIA, 210. PETERSBURG, PITTSBURG, 144.

Is the point from which the westward-bound traveller, may truly be said to begin the ascent of the Allegheny Mountains. The grades, however, as far as Altoona, are light, although ascending. The creek which empties into the Juniata at this place, is called by the unpoetical name of Shaver's Creek. The town, stands nearly upon the site of an old fort, erected about the year 1772. Here may be said to end the Juniata River, one branch of which sweeps off to the south of the railroad, and furnishes water to the canal which continues along its banks. The other branch, follows the same valley as the railroad, between Petersburg and Altoona, and must have caused the civil engineers infinite trouble, from the number of times it is crossed. It is called the Little Juniata, although in times of freshet it gets in a rage almost as violent as that of its big brother.

Between Petersburg and Spruce Creek the distance is six miles. "Neff's Mills" are at a point just west of Petersburg, where the railroad crosses the Little Juniata; "Barree Forge," is near the end of Tussey Mountain, the proprietor is G. D. Green, Esq. The Tunnel through a branch of Tussey's Mountain is one thousand two hundred and sixty-five feet in length, and over sixteen feet in height.

PHILADELPHIA, 216. SPRUCE CREEK STATION PITTSBURG, 138.

Has a remarkably suggestive name, which also belongs to the small stream which empties into the Little Juniata at this point. Just such streams as this, are celebrated throughout the mountain regions as being the resort of "Brook Trout," the handsomest fish in the American waters.

TROUT FISHING.

Did the reader ever indulge in it? If not, on some fine morning ascend one of the tributaries of the Juniata, by following its course through the woods, and then prepare yourself and tackle, and fish "down stream." A chestnut pole seven feet long—a small line—a few artificial flies, and some ordinary ground worms, constitute the necessary equipment. There are, to be sure, some people who imagine that the amusement goes better with the aid of a *jug*, but this is a matter of taste. Pass down the bed of the stream, stepping from stone to stone, and keeping your line in advance, allowing it to float down into little dark crevices and pools. Never expect to get a series of nibbles, for the trout is no trifler, but be in readiness for one bold decided jerk, upon receiving which, your duty is to elevate the fish from his native element, by a move of the pole. If you are an artistical angler, operate with "flies," allowing them to skim over the water. A more beautiful fish than the trout, cannot be found, its skin being variegated with all the colors of the rainbow.

Between Spruce Creek and Birmingham, the distance is five miles, for the whole of which the railroad runs on the line separating Blair County (on the west,) from Huntington County, (on the east,) Union Furnace, at the mouth of Sinking Valley Run; is passed. Up the valley through which this "run" flows, a fort was built in 1778, and held for a long time. The valley derives its name from a spring, which gushes from the earth, and then sinks into a subterranean apartment.

PHILADELPHIA, 220. BIRMINGHAM, PITTSBURG, 134.

Contains not quite as many manufactories as its cousin over the Atlantic, but would, we think, surpass it for beauty of location. To the westward-bound traveller it is the last station in Huntington County. It was settled prior to 1820, and in 1859, was the point of arrival and departure of nearly two thousand persons. Some indication this, we should think, of considerable attraction in the place, either of business or pleasure.

Two miles only intervene between Birmingham and Tyrone City, during which Tyrone forges are passed. They are in a rocky gap, in gliding through which, the traveller will observe, on the north side of the railroad, "Bald Eagle Mountain," and on the south side, "Brush Mountain."

PHILADELPHIA, 222. TYRONE CITY, PITTSBURG 132.

Is on the Little Juniata River, at the mouth of what is known as the Bald Eagle Creek, and is a place which owes its existence solely to the construction of the railroad. It is at the very gates of the wild

Allegheny range, into which the traveller here plunges, and by the construction of a railroad to Lock Haven (in the north) is destined to become of future importance. Already, although of such recent origin, it has exceeded some of its rivals, and boasts a number of improvements of utility, including Mills, Hotels, &c. The grade of the railroad ascends from this point to Altoona. This section of country is rich in iron ore; Bituminous coal lies to the westward.

Tyrone City sprung from a wilderness. Only six years ago it was but a wild waste, given up exclusively to silence and solitude; a perfect wilderness, with an occasional wolf and bear in it, a sufficient attraction for the hunter. Now what do we behold? Enterprise and energy have waved the wand of enchantment, and with the word, Presto! a change comes within the magic circle, and we find quite a respectable city springing up, and land advanced from two dollars to two thousand per acre. The whole spot upon which Tyrone is now located, was offered to a carpenter six years ago, in part payment for building a house, and it was peremptorily refused. Such is the result of the affectionate iron grasp of the great Central Railroad, making a city out of a wild waste, as it were, in a night. Tyrone contains now a population of some one thousand five hundred, active and intelligent people.

Fifteen miles intervene between Tyrone City, and Altoona. Tipton is passed, from which point a plank road leads over the mountains to the north, to the Clearfield country. Fostoria also is passed, named after the affable and energetic Vice-President of the Pennsylvania Central Railroad, Hon. Wm. B. Foster, Jr. But the country generally, partakes of the nature of a wilderness.

SUMMER NIGHT ON THE ALLEGHENIES,

And through this wilderness, the train rattles along, disturbing the solitude. Sometimes too, the waters of the mountain streams, are awakened to life by the bounds of a startled deer, followed by a hound, whose deep baying as he descends the mountain side, echoes from hill to hill.

Perhaps it is in the night-time that the traveller finds himself in this section, and then, the haunts of the huntsmen in "Der Freischutz" do not equal the mountain views of the Alleghenies. After a day in summer, which in the cities of the east would be considered cool, but which here would be thought warm, the sheet lightning begins to play around the rocky summits in the distance. Each glare illuminates the outline of an overhanging cloud, and like transient suns, or the aurora-borealis of the icy north, the dazzling phenomena rise and die away. Soon comes the thunder, rolling along at first deep and sonorous, and gradually gathering strength as it approaches, borne upon the bosom of a dark floating etherial island. Then night grows deeper—the rain drops fall—the lightning becomes vivid and concentrates itself into forked messengers from the upper space;

> From peak to peak, the rattling crags among—
> Leaps the live thunder, not one from one lone cloud.

and the storm reaches its height. Sometimes in the forest, a flame bursts forth from a stricken tree, and burns until morning, wreathing itself high

among the branches. The streams swell and roar along their rocky beds, and the animal denizens of the woods, crouch terror-stricken in their solitudes. The morning, brings an invigorating air to be found only on the Alleghenies.

But, reverse this scene, and let the pen of Mr. Ernest C. Wallace, one of the editors of the "Philadelphia Bulletin" give us

WINTER ON THE ALLEGHENIES.

As the train twists around the curves, on the ascent of the Alleghenies, the cold increases, and the track soon lies over a spectral waste of snow. The trees are laden with the white shroud, and deep down the yawning valleys spreads the same gloomy covering. As the scenes on either hand grow wilder and gloomier, the strange and ghostly appearance of nature would fright even the ghost of Mrs. Radcliffe, though she viewed the grandeur and gloom of the Appenines unmoved. Shelley has a poem called "Alastor"; or, "the Spirit of Solitude," but the unfenced desolation of these snowy mountain sides, would send the lonely hero of the poem shuddering back to the abodes of men, and he would thank the august stars for human countenances and human voices. It is awful to think, after the dark spirit-like rush of the locomotive, through these mountain fastnesses, that no sound will break the stillness, save the icy rush of some freezing mountain torrent. To be lost in such a solitude would be drearier than death.

Bell's Mills, where an artesian well has reached a great depth; Elizabeth and Blair Furnaces are east of Altoona.

PHILADELPHIA, 237. ALTOONA, PITTSBURG, 117.

Which owes its existence to the construction of the railroad, is an instance of rapid growth. Its natural position, at the foot of the Allegheny Mountains, fits it admirably to be the grand depot and storehouse of the giant corporation of the Keystone State, for, although not the half-way station on the line, it is at the point where the road encounters the greatest difficulties. It is fitting, that at such a position the General Superintendent should reside, and by his care direct, not only the running of trains east and west, but inspect and regulate the vast workshops from which issue cars, engines, and the parapharnalia of a Railroad. The fact that "rolling stock" can be constructed much cheaper and better by the Company, than by others, has been ascertained to a certainty.

The fostering care which has been exercised by the Company, over Altoona, has proved beneficial in more respects than one. The immense number of men engaged at the shops, have learned that sobriety, industry and honesty, meet proper encouragement at the hands of officers who themselves regard these qualities, and intelligent mechanics, confident of employment as long as they observe the rules of government, carry with them into the home circle, a contentment which shows itself even in the neat appearance of their dwellings.

The best description of Altoona which has appeared, was in the columns

of the Philadelphia "North American." The writer devoted especial attention to the shops of the Company, and gave the following synopsis of their business:

Ground occupied by buildings,	5½ acres	Wrought iron used, pounds,	1,100,000
No. of feet of shafting, main lines,	670	Water pipe to supply the work shops, hotel, &c., including mains, about, in feet, - - -	19,000
Galls. of oil used per an. about	45,000		
Do. fluid do. do.	4,500	Grounds occupied by tracks, workshops and yards, - -	27 acres
Pounds of tallow do. do.	40,000		
Do. waste do. do.	90,000	Other ground and lots belonging to Company, about - -	12 "
Feet of lumber, board meas're,	1,300,000		
Cast iron, manufactured, po'ds,	2,665,949	Men employed, - - - - -	561
Brass do. do.	120,014		

The Car Manufacturing Shop, is seventy feet long, by two hundred wide, and turns out excellent work. It contains everything requisite for the manufacture of cars. *The Machine Shops*, (under supervision of G. W. Grier, Esq.,) contain twenty lathes of different sizes; the largest being able to revolve a wheel eight feet in diameter, and being from the manufacturing establishment of W. Sellers & Co., Philadelphia. *The Boiler and Bridge Shop*, manufactures iron bridges, of spans ranging from twenty-four to one hundred and fifty feet in length. They are not only durable and strong, but neat in design. *The Locomotive Fitting Shop*, is where the "wounded" iron giants are repaired. *The Brass Foundry*, turns out one hundred and twenty thousand pounds of casting per annum, worth thirty-thousand dollars. *The Engine House*, contains the engine which drives the vast machinery of the shops, and which has a cylinder of fifteen and a half inches. *The Blacksmith Shop*, contains twenty fires, two fans, and a steam trip-hammer. *The Store House*, is one hundred and twenty-six feet, by fifty-two, and contains the various "material" used upon the road. *The Car House*, holds reserve cars in readiness for extraordinary business. *The Water Works*, convey water for two miles, in suitable pipes, and furnish such a supply to the workshops and hotel, as to render a large fire impossible. *The Round House*, has room for twenty-six locomotives, and is one hundred and eighty-five feet in diameter. *The Half Round House*, is also for the accommodation of locomotives. *The General Superintendent's Office*, is at the rear of the hotel, and contains clerks' and minor offices.

Various other buildings are included in the property owned by the Company. We have not room for their enumeration, and can only say that such is the order and regularity existing in every department, that no essential of a well managed Railroad is neglected.

The following facts will be of interest to the traveller:

Altoona time is ten minutes slower than Philadelphia. In 1851, a log-house alone marked the site of Altoona. Hollidaysburg (reached by Branch Road) is seven miles from Altoona. Blair Furnace, with rich iron ore banks, is three miles distant.

Between Altoona and Gallitzin the distance is twelve miles. Gallitzin is on the summit of the Alleghenies, nearly 2,500 feet above the ocean, and to reach it from the east, the traveller "runs up" a grade sometimes ascending at the rate of ninety-five feet per mile. The speed of the locomotive is decreased very slightly. The old Portage Railroad formerly overcame this side of the mountain by *five* inclined planes.

A few miles from here, is Loretto, a town noted as the burial-place of Count Gallitzin, after whom the Railroad Station was named. The Count, a Russian prince, although a German by birth, turned hermit, and lived a life of sobriety and honor. Loretto, is a Catholic settlement, and contains a large brick cathedral, a convent, and a monastery, where thirty or forty monks pursue their studies, and educate about seventy students, from points as far distant as Iowa and Missouri. Here, by the road, stands in a stone niche, that holy emblem, the cross, and devout believers kneel at its base as at the wayside shrines of Europe.

The railroad between Altoona and Gallitzin, exhibits scenery unequalled for wildness and sublimity in the United States. On one hand lie deep valleys, on the other rise steep mountain sides. All nature is as untamed as at the primeval day.

PHILADELPHIA, 249. GALLITZIN. PITTSBURG, 105.

The station is nearly on the line separating Blair county (on the east), from Cambria county (on the west.) The tunnel at this point, is three-quarters of a mile in length, and the line dividing Blair and Cambria counties, passes on top of it.

PHILADELPHIA, 252. CRESSON. PITTSBURG, 102.

The seat of one of the finest hotels in the country, which each season is the resort of numbers of the most intelligent citizens of New York, Philadelphia and Pittsburg. The buildings, which will be seen on both sides of the railroad, are owned by a company of capitalists. Pure and invigorating air, and crystal water, are among the chief attractions.

Cresson was named in honor of Elliot Cresson, Esq., of Philadelphia. A turnpike leads from this point to Ebensburg, in Cambria county, and to Hollidaysburg, in Blair county. The old Portage Railroad, which reached the top of the mountain near this spot, extended from Hollidaysburg to Johnstown (about thirty-six miles), and cost $1,500,000. To travel over it was a work which appalled many a bold heart.

Cresson, is in Cambria county. Loretto—previously described—was the first settled place in this section. The whole section, previous to 1797, was a complete wilderness. The first settlers were Welsh.

Between Cresson and Willmore, the distance is ten miles, through a bituminous coal region, on the Western slope of the Allegheny mountains. Lilly's Station is inconsiderable, as is also Portage. Both of these were stations on the old Portage Railroad.

PHILADELPHIA, 262. WILLMORE. PITTSBURG, 92.

The town of Jefferson, with a population of over nine hundred, is near

here, and this station is an outlet for that place. It is in the southwestern corner of Cambria county.

Some of the waters of Cambria flow through the Susquehanna, into Chesapeake Bay, and others through the Ohio and Mississippi, into the Gulf of Mexico. It is consequently a high county, and its climate severe. Its streams, too, are little better than torrents, which is the general character of all those which Pennsylvania discharges towards the east. Still, these defects possess their countervailing advantages. If the winters of our mountain counties be long, the air, is bracing and healthful, and the waters are pure, abundant and sparkling, though the torrents be wild.

Fourteen miles lie between Willmore and Johnstown, all in Cambria county. A branch of the Conemaugh, is several times crossed by the railroad. Summer Hill Station, is a *station*, which is about all that can be said of it. Viaduct, is eighty-six miles from Pittsburg, and is the point where the Conemaugh is crossed by a viaduct. The structure is admirable. It is of one arch, a perfect semicircle, with a diameter of eighty feet, built of cut stone, and its entire height from the foundation is seventy-eight feet six inches. When viewed from the bottom of the valley, it seems to span the heavens, and one might suppose that a rainbow had been turned to stone. Mineral Point, is the scene of bituminous coal operations. Conemaugh, is eighty-one miles from Pittsburg. Repair shops of the Pennsylvania Railroad Company are here located. The Little Conemaugh river, accompanies the railroad between Conemaugh and

PHILADELPHIA, 276. JOHNSTOWN, PITTSBURG, 78.

A great iron manufacturing point. Should the traveller happen to pass it in the night, he will see the vivid flames shooting from furnaces and mills. Originally it was called Conemaugh, but the present name was bestowed upon it in 1834, in honor of Joseph Johns, the founder, who commenced the settlement in 1792.

The *State Book of Pennsylvania*, says, that "Johnstown, the largest town in the county, is situated at the confluence of the Little Conemaugh and Stony Creek, on a flat closed in by mountains. It contains the large canal basin, with its surrounding warehouses and boat-yards, and the State Locomotive Depot, (the State having owned the Portage Railroad, of which Johnstown was the western terminus.) It occupies the site of an old Indian town called Kickenapawling's town, and was commenced in 1792, by Joseph Johns or Jahns."

Johnstown is the seat of the works of the Cambria Iron Company, and has a population not far short of seven thousand. It is the point where canal travellers formerly took the packet boat.

PACKET BOAT TRAVELLING.

Here is a very good sketch of packet boat travelling, before the completion of the Pennsylvania Railroad:

A canal packet boat is a microcosm that contains almost as many specimens of natural history as the ark of Noah. It is nearly eighty feet long, and eleven wide, and has a house built in it that extends to within six or seven feet of stem and stern. Thirty-six feet in length of said house, are used as a cabin by day, and dormitory by night; the forward twelve feet being nocturnally partitioned off by a curtain, when there are more than four ladies on board, for their accommodation.

At nine, P. M., the steward and his satellites, begin the work of arranging the

sleeping apparatus. This consists of a wooden frame, six feet long, and twenty inches wide, with canvas nailed over it, a thin mattress, sheets, &c. There are three tiers of these conveniences on each side. The number of berths, however, does not limit the number of passengers, for a packet is like Milton's Pandemonium, and when it is brim full of imps, the inhabitants seem to grow smaller, so as to afford room for more poor devils to come and be stewed, and tables and settees are put into a sleeping fix in the twinkling of a bed-post. Abaft the cabin, is a small apartment in which the steward keeps for sale all sorts of drinkables and some sort of eatables. Abaft that, is the kitchen, in which there is generally an emancipated or escaped slave from Maryland or Virginia, of some shade of color between white and black, who performs the important part of cook with stunning effect. The breakfasts, dinners and suppers are good, costing twenty-five, and thirty-seven and a half cents. The passengers can recreate by walking about on the roof of the cabin, at the risk of being decapitated by the bridges which are passed under at short intervals. The machine, with all it inherits, is dragged through the water at the rate of three miles and a half per hour by three horses, driven tandem by a devil with a long whip.

Great men of steam and iron, THOMSON, STOCKTON, STEVENS, and countless more, what do we not owe you for lifting us out of the miseries of packet boat travelling! What boots it, that the railroad car, to use the language of the "bright and shining light" of the Chicago Journal, does seize up its victims and carry them off—God knows where? What boots it that the locomotive, "bisecting the orchard, cutting up the garden, ruining the village green, narrowly escaping the grave-yard, shrieks in sermon-time, startles the choir in the midst of Windham, crushes a 'good-bye' under its iron wheels, and puffs a sob into profound silence? People dream it thunders, when the train is coming; fancy the wind is rising, when the train is going; the clocks are all set, not by immemorial noon-marks, but by trains, and everybody obeys the sign at the 'crossing,' and 'looks out for the cars when the bell rings.'

"It plunges into the quiet field behind a row of houses, and you go there next week, or the week after, and the houses have wheeled 'right about,' every one, like militia at drill; and your cornfield bears a crop of machine shops."

From Johnstown to Nineveh, the distance is nine miles. The road passes through a gap in a range known as "Laurel Ridge." Conemaugh Furnace, is an iron smelting point, as its name indicates.

PHILADELPHIA, 285. NINEVEH PITTSBURG, 69.

Has a remarkably curious name, originating perhaps from the Bible-reading propensities of the people. The name, however, does not hurt it, for it is a very pretty town, and a depot of some importance for the business of the surrounding country. It is on the Big Conemaugh river.

Eleven miles, between Nineveh and Bolivar. New Florence is a railroad-made town, fast improving. Lockport, sixty miles from Pittsburg, is the depot of local trade, and is the point where the canal crosses the Big Conemaugh river, on a five-span viaduct.

PHILADELPHIA, 296. BOLIVAR. PITTSBURG, 58.

This place is in Westmoreland county, on the borders of Ligonier Valley. "Westmoreland county was regularly established in 1773, at which time it included the whole northwestern corner of the State. It had before formed part of Bedford, and took the name of Westmoreland from its western position, and from the shire of the same name in England. Its county-town was Hanna's town, about three miles northeast of the present site of Greensburg. Here, it is said, the first courts were held west of the mountains. During the Revolutionary war, the settlers

were harassed by the savages. In 1782, Hanna's town was burned by them, and does not seem to have been rebuilt. After this event, Westmoreland underwent the usual vicissitudes of the frontier, till Wayne's success, and the treaty at Greenville, in 1795, established its security and that of other western counties. In 1781, Washington, was separated from it, and Fayette in 1783. Allegheny took off a part of its territory in 1788, and Indiana in 1803. In 1800, it was reduced to its present bounds by the erection of Armstrong."

Between Bolivar and Greensburg, the distance is twenty-seven miles, all in Westmoreland County. Chestnut Ridge Gorge, is passed just west of Bolivar. Blairsville Branch Intersection, fifty-three miles from Pittsburg, is the point where trains diverge to Blairsville and Indiana. Hillside, is a wood and water station. Millwood, Derry and St. Clair are unimportant depots. Latrobe, forty-one miles from Pittsburg, is on a branch of the Loyal Hanna River, and is an important point. It has a population of about two thousand, and is nearly in the centre of Westmoreland County. The Railroad crosses the Loyal Hanna at this point by a stone bridge. The town was named in honor of the eminent Civil Engineer, B. H. Latrobe, Esq., and is one thousand and four feet above tide water. Beattys, is the seat of several Catholic educational institutions, and derives it name from the owner of the ground. Two small tunnels, are excavated between Beattys and

PHILADELPHIA, 323. GREENSBURG. PITTSBURG, 31.

So named in honor of Gen. Greene, of the Revolution. It was laid out in 1783, and incorporated as a borough, in 1799. It is one thousand and ninety-one feet above the ocean, and is destined from its geographical position, and the enterprize of its residents, to become one of the most important points in Western Pennsylvania. It is the county seat of Westmoreland County, and was the residence of one the best jurists in the country, Richard C. Coulter, Esq , Judge of the Supreme Court. Wm. A. Stokes, Esq., a lawyer of eminent ability, and for a long time Solicitor of the Pennsylvania Railroad Company, resides near here, and owns the finest country seat west of the Allegheny Mountains.

Greensburg, has a population of nearly three thousand ; is supplied with gas, and in fact, possesses nearly all the advantages of a city ; an elegant Court House is very conspicuous. Railroads are projected from here to different points, among others to Washington, (to the southwest) where a connection will be formed with the Hempfield Railroad, already completed to Wheeling, Virginia. Gen. Arthur St. Clair is buried in a graveyard attached to Greensburg.

West of Greensburg, the Railroad strikes the head waters of Brush Creek. This stream it follows, being crossed and re-crossed, for nearly twenty miles. Nine miles intervene between Greensburg, and " Irwins." Radabaugh's, is twenty-nine miles from Pittsburg, and, with Grapeville, is unimportant. Manor, derives its name from having been the site of a large body of lands reserved by the Penn Family for their own use. It is twenty-four miles from Pittsburg.

PITTSBURGH

PHILADELPHIA, 332. IRWINS. PITTSBURG, 22.

Still in Westmoreland County, although near its western border, on Brush Creek. Bituminous coal is here mined, and sent to Philadelphia and Pittsburg, for the manufacture of gas. The Westmoreland Coal Company, own a large body of lands.

Between Irwins and Pittsburg (twenty-two miles), a number of small stations are passed, viz:

Larimers,	Philadelphia,	334	Pittsburg,	20
Stewarts,	"	337	"	17
Turtle Creek,	"	341	"	13
Brintons,	"	342	"	12
Braddocks,	"	344	"	10
Swissvale,	"	346	"	8
Wilkinsburg,	"	347	"	7
Homewood,	"	348	"	6
Liberty,	"	349	"	5
Pittsburg,	"	354		

At Larimers, coal veins have been opened. The place derives its name from Gen. Wm. Larimer. Brintons, is the point of junction of the Pittsburg and Connelsville Railroad. Braddock's Field, is the scene of the defeat of Braddock on July 9th, 1755. We presume all of our readers are sufficiently acquainted with American history, to know that Gen. Washington was in this conflict, and that its result was most disasterous to the English.

A recent visit of Hon. George Bancroft, and other distinguished gentlemen to the scene of Braddock's defeat, has disclosed the fact that the landmarks of that memorable event have been almost lost, even to those who reside in the immediate neighborhood. The visit of Mr. Bancroft was timely, inasmuch as it resulted in rectifying the errors of locality which have occurred, and have received the sanction of some writers.

Swissvale, Wilkinsburg, Homewood, and East Liberty, afford sites for many persons doing business in Pittsburg, to erect country dwellings. Many of these are finely adorned, and costly.

The cars of the "Pennsylvania Central Railroad," of the "Pittsburg, Fort Wayne, and Chicago Railroad," and the "Cleveland and Pittsburg Railroad," run into the same depot at Pittsburg, there is, therefore, no necessity for omnibus travel.

PHILADELPHIA, 354.

PITTSBURG.

This is Pittsburg! The click of wheels—the thunder of hammers, raised by the hands of steam giants—the whistle of steamboats on the levee—the busy tread of busy men—the puffing of monster locomotives—the rattling of armies of freight wagons—these are some of the sounds of the Iron Monster of the west. Through the smoke, which, while it is noticed by the stranger, only indicates life and energy, let us look at the prominent features of Pittsburg.

Nearly seven millions of dollars worth of coal, annually, is "digged out of the bowels of the earth," while its brother, Iron, from the Allegheny, Juniata, and Anthracite regions of the Keystone State, is worked up into ten hundred thousand forms, and sent abroad over the universe. Railroad cars, chains, cannon, agricultural implements, guns, boilers, railing, safes, cutlery, wire, and the finer specimens of metallic handiwork are included.

Walk along the levee, and glance at the Western steamboats, (and if you are from the east, this will be the *first* opportunity.) Think, when you see them, stretching almost as far as the eye can reach, a perfect forest of masts, wheel-houses, cabins and railings, that upwards of *ninety*, in busy years, are turned from the yards in the Pittsburg District! These floating palaces ply between New Orleans, the Head Waters of the Mississippi, the Missouri, and their countless tributaries. For half a century have the mechanics, on this triangle between the Allegheny and Monongahela, been engaged in this business. Their workmanship, however, sometimes takes other forms, as in barges, keel boats, and coal flats.

A little over one hundred years ago, and George Washington stood at the confluence of the two streams forming the Ohio, and saw that the point was a great key to the West. The French had then possession, and held "Fort Du Quesne" as one of a chain of fortresses from the Lakes to the Mississippi. In 1758, the English captured the Fort, and on November 25th, when they marched into the place, determined to call it Pittsburg, in honor of their Prime Minister, Wm. Pitt. Says Bancroft:

"On the 25th of November, 1758, the youthful hero, Washington, could point out to the army, the junction of the rivers, and entering the fortress, they planted the British flag on its deserted ruins. As the banner of England, floated over the Ohio, the place was with one voice named Pittsburg."

In 1765 the town itself was founded, and in 1816 it was chartered as a city. In 1845 it was visited by a very destructive conflagration, but, Phœnix-like, rose from its ashes to new life and vigor.

The triangular piece of land upon which the city was first built, became too small to contain the vast inflowing population, and Birmingham, East Birmingham, Allegheny City, Manchester, Du Quesne, Lawrenceville, and South and West Pittsburg, sprang up. The parent font soon swallowed them and they now exist in the shape of Wards. To Allegheny City are three substantial bridges on piers, and one wire suspension bridge.

City Passenger Railroads, the modern innovation, were introduced into the city in 1859, and are now in successful operation. Through the handsomely built streets, (for they *are* handsomely built,) the cars roll with their living freight.

To obtain a just idea of the Iron City, it is necessary to ascend one of the many hills, by which it is surrounded. Its fine natural position, in an amphitheatre, will then be at once perceived. These surrounding hills, four and five hundred feet in height, are filled with coal, iron and limestone.

OBJECTS OF SPECIAL INTEREST.

The Court House, on the summit of Grant's Hill, is a massive stone structure, 165 feet long and 100 deep. The dome is 148 feet from the ground, and the building cost nearly $200,000.

The Reservoir, which occupies an eminence north-east of the Court House, is three hundred and sixty-eight feet above the Ohio river. Water is supplied from the Alleghany.

The New Custom House, is at the corner of Smithfield and Fifth streets, and is a large building of freestone. In it also, is the Post Office.

The Mercy Hospital, Locust street.

The Catholic Cathedral, Grant and Fifth streets.

St. Peters' Church, opposite the Court House.

First Presbyterian Church, on Wood street.

Western Penitentiary, in Allegheny city, on Ohio street, below Beaver. This building was erected in 1827, and cost $183,000.

United States Arsenal, at Lawrenceville, about two miles above Pittsburg, on the east bank of the Allegheny river.

The Monongahela House, fronting on the Monongahela river, Smithfield and Water street.

Western Pennsylvania Hospital, Ninth Ward, near Pennsylvania Rail Road Depot.

Western Theological Seminary, in Allegheny city, was established in 1828, and is situated on a commanding position.

The "Old Redoubt," a brick house containing the inscription "A. D., 1764, Col. Boquet," is situated a few feet back from Brewery Alley, north of Penn street, and about forty-five feet west of Point street.

The Through Freight Depot, of the Pennsylvania Rail Road Company, is on Marbury street, and has a depth of nearly *seven hundred* feet to the Monongahela river.

House of Refuge, Jack's Run, below Manchester.

Catholic Orphan Asylum, Webster and Chatham streets.

Protestant Orphan Asylum, West Common street, Allegheny city.

Marine Hospital, Manchester.

Post Office, Fifth and Smithfield streets.

Water Works, O'Hara and Etna.

Allegheny City do., Herr's Island.

Pittsburg Gas Works, Second above Ross.

Allegheny " " West Common.

Mercantile Library, 64 Fourth street.

Board of Trade, Fourth near Wood st.

Young Men's Christian Association, 68 Fifth street.

Anderson Library, Diamond near Gay.

RAILROAD PASSENGER DEPOTS.

For Philadelphia and the East, (Pennsylvania Central,) Liberty, Grant and Eighth streets.

For Chicago, Crestline, Fort Wayne, &c , (P., Ft. W. and C. R. R.,) Liberty, Grant and Eighth streets.

For Chicago, Crestline, Fort Wayne, &c., (P., Ft. W. and C. R.,) Federal and South Common, Allegheny city.

For Kittanning, &c., (Allegheny Valley,) Wayne and Penn streets.

For Connelsville, Brinton's, &c., (Pittsburg and Connelsville,) Liberty, Grant and Eighth streets.

For Steubenville, Cleveland, Wheeling, &c., (Pittsburg and Cleveland) Liberty, Grant and Eighth streets.

For Chartier's Valley, (not open.)

FERRIES.

Boats ply continually from points on the levee, to points on the opposite shore of the Monongahela river, and for a short distance down the Ohio.

PROMINENT NEWSPAPERS.

Pittsburg Dispatch, 73 Third street.

Evening Chronicle, 70 Fifth street.

Gazette, Fifth above Smithfield.

Post, Fifth, between Wood and Market.

Pittsburg Free Press.

Evening Reporter, 63 Fifth street.

Courier, (German,) 84 Fifth street.

Presbyterian Banner, Gazette Building.

THEATRES.

The Pittsburg Theatre.

Apollo Theatre.

HALLS.

Athenæum, will seat 1400 persons, Liberty near Hand.

City Hall, will seat 2000 persons, Diamond Market.

Excelsior, Leacock and Federal, Allegheny city.

Herrar's, Federal street, Allegheny city.

Lafayette, Fourth and Wood streets.

Masonic, Fifth near Wood.

Neville, Fourth and Liberty.

Washington, Wood near Fifth.

BANKS.

Allegheny Savings Bank, Federal near Water.
Bank of Pittsburg, Fourth near Wood.
Citizens' Bank, Wood and Virgin alley.
Dollar Savings Bank, 65 Fourth street.
Exchange Bank, Fifth between Wood and Market.
Farmers' Deposit, 66 Fourth street.
Mechanics' Bank of Pittsburg, Fourth near Wood.
Merchants' and Manufacturers', Fourth near Market.
Mechanics' Savings Bank, Federal above South Common, Allegheny city.
Merchants' and Farmers', Diamond near Federal, Allegheny city.
Pittsburg Trust Company, Wood near Fifth street.
Manchester Saving Fund, Manchester.

CEMETERIES.

Allegheny, Lawrenceville.
St. Mary's do.
Union, Ross Turnpike near Manchester.

CHURCHES.

Episcopal.

Trinity, Sixth near Wood.
St. Peter's, Grant and Diamond.
St. Andrew's, Hand near Penn.
St. James', Penn and Mechanic.
Epiphany, Fourth and Ross.
Christ's Church, East Common. A.
Laceyville, Seventh Ward.
Grace, Mount Washington.
Calvary, East Liberty.

Methodist.

Christ's, Penn and Hancock.
Asbury Chapel, Townsend near Clarke.
Liberty street, and Hay.
Smithfield street, and Seventh.
Wesley Chapel, Liberty and Harrison.
Trinity, Baldwin and Smallman.
First Protestant, Fifth above Smithfield.
Second " Penn Av. and Marion.
German, Strawberry and Cherry Av.
Welsh, Second and Cherry Avenue.
First Westley, Wylie near Tunnel.
African, Wylie and Elm.
South-Common, near Sandusky Aven. A.
Beaver street and Strawberry alley. A.
German, Ohio, near East Common. A.
First Westley, North Common. A.
African, East Common. A.
Episcopal, Centre, south side Washington. B.
Protestant, Meadow. B.
Episcopal, Carson. S. P.
Episcopal. W. P.
" Temperanceville.
" Burrows. T.
" Perry near Walnut.
" East Liberty.
" Minersville.
" Diamond street and Pennsylvania Avenue.

Baptist.

First, Grant and Third.
Union, Grant near Sixth.
Welsh, Chatham near Wylie.
Sandusky. A.
First Disciples, River Bank. A.
Second " Head of Beaver. A.

Presbyterian.

First, Wood near Sixth.
Second, Penn and Irwin.
Third, Third and Ferry.
Fourth, Penn near Adams.
Fifth, Franklin and Townsend.
Central, Smithfield near Sixth.
First, Sansom and Market.
" Associate Reformed, Chartiers near Franklin.
Church, Warden and Plank Road.
New School, below Carson. B.
First Reformed, Liberty and Plum.
Second, " Harrison and Penn.
First Cumberland, Sixth near Wood.
First Associate, Sixth near Smithfield.
Second " Diamond near Grant.
Fourth, " Pike and Factory.
" Seventh and Cherry alley.
First, Beaver near Water.
Central, Federal and Leacock.
First Reformed, Sandusky and Gay Av.
Reformed, Leacock near Sandusky.
Associate, Sandusky and S. Common. A.
First Associate Reformed, Diamond. A.
Second " " Ridge. A.
First Cumberland, Third and East Common. A.
First William. B.
First Associate Reformed, Bingham and Wilkins. B
First, Allen street. L.

Catholic.

St. Paul's Cathedral, Fifth and Grant.
St. Patrick's, Liberty and Factory.
St. Philomena, do.
St. Bridget's, Seventh Ward.
Holy Trinity.
Our Lady of Mercy.
Mercy Hospital.
St. Mary s. A.
St. Peter's. A.
St. Joseph's. A.

St. Michael's. B.
St. Peter's. B.
St. Paul of the Cross. B.
St. Mary's, Lawrenceville.
St. James, Temperanceville.
Braddock's Field.

THE OHIO—"LA BELLE RIVIERE."

The French had a just appreciation of the Ohio, when they termed it "La Belle Rivière, "the Beautiful River." For over one thousand miles it glides with a uniform, smooth, and placid current, from Pittsburg to its entrance into the Mississippi, one hundred and seventy-two miles below St. Louis. One hundred considerable islands, enliven the scenery between these two points, and seventy-five tributary rivers and creeks, empty into its bosom.

The Banks of the Ohio, are generally precipitous, rising into bluffs and hills, sometimes four hundred feet in height. Between the base of these cliffs, and the stream, there is often a level strip of land called "Bottom," susceptible of cultivation.

It is a fact, perhaps not generally known, that the waters which form the Ohio, rise within seven miles of Lake Erie, and from their shores, the eye can discern the white sails of the vessels which are entering the harbor of Buffalo. It may be regarded, then, as the connecting link between the Great Lakes and the Mississippi. At all seasons of the year it is navigable for steamers of the largest class, except during very dry summer months, and severe winters.

In the two hundred and fifty-thousand sqnare miles of territory, drained by La Belle Rivière, it is fair to presume that there are many valuable productions. Rich iron and coal, underlie its bed. Building stone of inexhaustible quality, is upon or near its banks, and heavy timber, in many places, covers its shores. It is about six hundred yards wide at Pittsburg, and has an average width of half a mile. The range between high and low water marks, as with most western rivers, is very great, being in this case, fifty feet. On the Malt House wall, at Pittsburg, is a record of the highest water known, being that of February 10th, 1832. The next highest was that of April 20th, 1852. The bed of the Ohio is continually changing, and experienced pilots are required to navigate the stream. The principal points between Pittsburg and Cairo, (at the mouth) are Wheeling, Marietta, Parkersburg, Cincinnati, Louisville and Portland. The current, is estimated to flow between two and three miles an hour. Its elevation above the sea, at Pittsburg, is estimated at six hundred and eighty feet, and at its mouth, three hundred and twenty-four feet. It is formed, as we presume every intelligent reader knows, by the junction of the Allegheny and Monongahela Rivers at Pittsburg.

The advantages of river navigation, have often been debated, and it has been said that the numerous Railroads constructed, will do away with western steamboating. Pittsburg herself is a case in point, to demonstrate the falsity of such an idea. As advantageously situated as any City can be in regard to Railroads, and with the Great Central Pennsylvania debouching her streets, she yet looses to the tune of one million five hundred thousand dollars, by four month's failure of river navigation, and her citizens are of all others the most desirous of an improvement of the Ohio River. The same state of things exists and prevails at Wheeling, at Cincinnati, at every town in the valley. No difference how many Railroad connections they may have, business lags while the river is down, and rushes ahead when the banks are full again.

PITTSBURG TO CHICAGO.

The cars of the Pittsburg, Fort Wayne, and Chicago Railroad, leave the Depot of the Pennsylvania Railroad Company at Pittsburg, and describing a curve, cross the Allegheny River, on a neat and substantial bridge. They then pass through Allegheny City.

Between Pittsburg and Rochester (twenty-six miles), the Railroad follows the west bank of the Ohio River, at some points running close to the water, and at others diverging for a short distance. A large Island will be observed in the centre of the stream, this is Montour's Island,—Courtney Station is at the mouth of Lowrie's Run, which is crossed. "Killbuck" is at the mouth of a creek of the same name,—Haysville, eleven miles west of Pittsburg. Sewickley, will be observed by the westward-bound traveller on the left-hand side of the Railroad, between the track and the river. Population about one thousand. It is a thriving place, and contains seminaries for boys and girls. The buildings are prominent in the foreground.—Little Sewickley Creek, just west of Sewickley. "Leet," is near the line dividing Allegheny from Beaver County. Economy, is the first Station which the westward-bound traveller finds in Beaver County. It is rather peculiar from the fact that it was settled by German emigrants of the "Harmony Society." They purchased three thousand five hundred acres of land, and established themselves here in 1825. Their property was held in common. The leader, George Rapp, died in 1847, but the place has prospered, and now contains manufactories, churches, &c.

A remarkable illustration of faith in prayer, is presented in the case of George Rapp, the founder of the Communists in Beaver County in this State.

He came to Pittsburg about the first year of the settlement of the community at Old Harmony, to obtain some necessaries. The crop was in the ground, and promised well, but the means of the community were exhausted, some debts already incurred, and these things must be had on credit. This was bluntly refused, the scheme was thought chimerical, and merchants would risk no more. The Founder was in distress, as the community *must* have the articles or suffer want. His sole resource was prayer, and four times during that night he rose from his bed to pray. In the morning, as is said, without further solicitation, the merchants came and offered the goods on the terms asked. That was the last great strait of the Society.

Freedom, on the right hand of the Railroad, is on a sloping hillside; the principal streets running parallel with the river. Steamboat building has been carried on here.

Boat building is pursued at many of these different points along the river. Commodore Abraham Whipple, was the first man who conducted to the Atlantic, a square rigged vessel, built upon the shores of the Ohio. This was many years ago, and his success was commemorated in a song, in which "King Triton" was represented as awaiting the approach of the mariner to the Ocean, singing meanwhile, something very like the following:

SONG OF TRITON, THE OCEAN GOD.

Whipple, comes from the western woods,
Descending slow with gentle floods,
The Pioneer of a mighty train,
Which Commerce brings to my domain.
Up, Sons of the wave!
Greet the noble and brave—

Present your arms unto him!
His Gray hair shows
Life near its close,
Let's pay the Honors due him.
Sea nymphs attend with lute and lyre,
And bring your conchs, my Triton Sons,
In chorus blow to the aged sire,
A welcome to my domains!

PITTSBURG 26. ROCHESTER. CHICAGO 441.

This is the point of divergence of the River Branch of the Cleveland and Pittsburg Railroad, which follows the Ohio river down to Belair. It is at the mouth of the Beaver River, and as the traveller will perceive by the steam saw mills, lumber-yards, warehouses, &c., is the centre of considerable business. The main body of the town, lies between the Railroad, and the river.

Beaver County, Pennsylvania, in which Rochester is situated, has a highly productive soil, especially on the river bottoms. Its streams furnish motive power for numerous flour, grist, paper, and saw mills, and extensive beds of bituminous coal and limestone, underlie nearly every part of the county. The staple productions are wheat, corn, wool, oats, pork, &c. It borders on Ohio.

Between Rochester and New Brighton (three miles), the objects of interest are—Beaver River Bridge, at the crossing of the stream; the bridge is of four spans. Bridgewater, a village, is seen on the peninsula between the Ohio and Beaver Rivers, and is accessible from Rochester by a good bridge; west of Rochester is a short piece of heavy grade.

PITTSBURG 29. NEW BRIGHTON. CHICAGO 438.

Named, we presume, after its brother, on the English coast. It is on the east bank of the Beaver River, on a level piece of ground, and by its business, supports not only the "through," but several local trains on the Railroad. The Beaver and Erie Canal, runs from this point to Erie, on the lake.

On the opposite side of the Beaver River is Fallston, with which New Brighton is connected by a bridge. The stream furnishes excellent water power, as is attested by the numerous mills and factories which have made the place extensively known as a manufacturing point. Churches, a University on a hill to the right of the Railroad, and a brick Union School House, are among the prominent objects which the passing traveller will notice. A large car manufactory has been erected by a company at this place.

New Brighton was settled about fifty years ago, and now contains a population of about two thousand. It is regularly laid out, and has seven churches. The railroad passes through "Second" street.

Beaver River, is crossed just above New Brighton, and the westward-bound traveller continues up its left bank, through a country not remarkably well cultivated. At the thirty-second mile post is a "High Bridge," constructed over a gorge through which flows a branch of the river.

The bridge is peculiar, being upon a curvature. The grade here is ascending to the west, and the river, is seen to the right in the valley beneath. The distance between New Brighton and Darlington, is eleven miles. The valley of the river is only partly cultivated, the little rounded elevations in its midst being generally covered with timber. Homewood is a small local station, at which the Railroad diverges from the Beaver River, and strikes off to the west, still pursuing an ascending grade to Darlington; Summit Cut is, as its name implies, at the summit. It is a rock and earth cutting, nearly a quarter of a mile long, and at some points sixty feet high. The strata is level at this excavation, and the workmen have in one or two places developed small coal veins. Great difficulty was experienced in the construction of this section, the line through the cut being a curve. The summit having been attained, the grade is descending.

PITTSBURG 40. **DARLINGTON,** CHICAGO 427.

Is in Beaver County, Pennsylvania, in an uneven valley, among the hills of the Little Beaver. Coal veins are worked in the vicinity, the coal being of good quality. It is manufactured into oil, and exported. The veins vary from five to eleven feet, and are found among the hills on both sides of the valley. The qualities are cannel and bituminous. Darlington was settled about the close of the last century, and contains a population of five hundred.

PITTSBURG 45. **ENON.** CHICAGO 422.

Not constructed with much regard for regularity, and with a population not exceeding one thousand, at the highest estimate. Its situation is similar to that of Darlington. Wheat and cattle are shipped here. The country, in the immediate vicinity, is cultivated to only a moderate extent, exhibits an agreeable diversity of hill and dale, stump land and farm land.

The dividing line between Pennsylvania and Ohio is crossed about half way between Enon and Palestine (five miles).

PITTSBURG 50. **PALESTINE,** CHICAGO 417.

Is a scattered frame village, on the south side of the Railroad, with church, store, &c.; a cattle shipping point. As for the "Ruins of Palestine," so often talked of, and written about, the traveller will look for them in vain. This place, has never been ruined, whatever may have happened to the ancient city of the same name. It is in Columbiana County, Ohio, and has a population of nearly two hundred. It was settled about 1832, and is in the midst of a country rich in mineral products.

PITTSBURG 55. **NEW WATERFORD.** CHICAGO 412.

Also in Columbiana County, Ohio. It is a village of neat white frames, with brick dwellings, two churches, several mills, schools, stores, &c. It is in the valley, and with surroundings very similar to those of Enon and Palestine. The traveller can obtain but a faint idea from the two last described places, of the real agricultural wealth of the State of Ohio. New Waterford has a population of one hundred and fifty.

Five miles intervene between New Waterford and Columbiana, in

which several small branches of the Little Beaver Creek are crossed. Larger barns, and more comfortable houses, indicate a better country.

PITTSBURG 60. COLUMBIANA. CHICAGO 407.

On a beautiful plain, to the north of the Railroad, stands the town of Columbiana, Salem County, Ohio. "Main Street," which the traveller will observe, runs diagonally from the track, and is built upon both sides with places of business, &c. The town, has been on the maps for over thirty years, although like the rest of the inland settlements of Ohio and Indiana, it attained but little celebrity until the construction of the Railroad. Now, it has a population of nine hundred, with an increasing trade. Large quantities of milk, are shipped daily from here to Pittsburg. It also boasts three carriage manufactories, famous for turning out "rolling stock" of almost every description, more particularly "buggies" and carriages.

A resident of the place sends us the following facts: He says that, "in the matter of receiving and forwarding grain, stock and produce, Columbiana, has few superiors on the line of the road." As a synopsis of its business establishments, he gives a list of "two commission houses, one flouring mill, one machine shop, two saddle shops, six dry goods stores, one hardware, one drug, and one leather store, with numbers of shops of almost every kind."

Salt has been manufactured in considerable quantities, from water obtained from near Yellow Creek.

From Columbiana to Salem, is ten miles, the whole distance being in Columbiana County. The country is well cultivated. New Lisbon Railroad, a projected thoroughfare, to extend to New Lisbon, (about twelve miles to the south) is seen in an incomplete state. Franklin, a village of one hundred and fifty inhabitants, to the left hand of the Pittsburg, Fort Wayne and Chicago Railroad, and about a quarter of a mile distant, does a freight business which amounts to seven hundred dollars per annum. It acts at present as the outlet for the residents of New Lisbon, the capital of the county, and on their behalf, receives and forwards goods paying to the Company, at least ten thousand dollars per annum as freight. Franklin, derived its name, we believe, from the "oldest inhabitant." Being in the centre of a rich farming country, it has a local trade, which as yet however, is not very large. Its peculiar position on an eminence in the valley, will be noticed.

PITTSBURG 70. SALEM. CHICAGO 397.

This town, the principal portion of which lies to the north of the Railroad, claims rank as one of the most important places between Pittsburg and Chicago. It is on an elevated plain, in the north range of townships of Columbiana County, Ohio, and contains a population of three thousand, five hundred. The surrounding country, is usurpassed for farming and grazing, although at many points well wooded. The agricultural land in the section, is valued at from fifty dollars, to one hundred and

fifty dollars per acre, and it is worthy of remark, to use the language of a resident of the place, that "real estate has never decreased in value, but has slowly though steadily advanced in price, during all the fluctuations of trade and the money panics." This would seem to indicate prosperity on a substantial basis.

Salem was started, or rather laid out in 1807, by Zadok Street and John Straughn, although, even as far back as 1802, a settlement was made by Elisha Schooly and Elias Tuters. Several families from New Jersey and Virginia, were among the pioneers. The inland town, grew steadily until 1852, when the iron giants of the (Old) Ohio and Pennsylvania Railroad, broke the seclusion. Since then it has progressed rapidly, and now ships thousands of head of cattle, and large quantities of pork, butter and eggs. The last named articles are packed for markets even as far distant as California. The consumption in the east is also large. A striking instance of the general intelligence and morality of the inhabitants may be found in the fact, that in 1858, they voted by a large majority, for the purchase of a lot and buildings for the Union School, at an expense of fifteen thousand dollars. This school, which was organized in 1853, embraces six grades, and employs nine teachers. Out of about seven hundred and seventeen persons, between six and twenty-one years of age, all but one hundred, attend school. The enforcement of the old law of Germany, which absolutely requires all youth to attend a place of instruction, would seem to be unnecessary in this region. Instruction is given in all the common branches, and in Philosophy, History, Botany, Latin, &c. The cost of the Union School, during the past year, was about three thousand five hundred dollars.

An enumeration of some of the principal business establishments, will enable the traveller to judge of the importance of Salem. It contains four foundries, five machine shops, three grist mills, two printing offices, two banks, twelve grocery, and two book stores, five clothing, two hat, and three stove, two drug, three hardware, and six dry goods stores. Seven places of public worship, some of which are quite conspicuous from the car windows, are constructed. The Methodists and Presbyterians have erected new and elegant churches.

Between Salem and Damascus, the distance is five miles, through Columbiana County.

PITTSBURG 75. **DAMASCUS,** CHICAGO 392.

Is on the line between Mahoning County, on the north, and Columbiana County, on the south. Columbus, the capital of the State, is one hundred and sixty miles distant.

Mahoning County, through which the Railroad runs, from Damascus to Alliance, derives its name, from the river of the same name. It has an area of over four hundred square miles, and contains extensive beds of stone coal and iron ore. It was organized in 1846, and formed from two adjoining counties.

PITTSBURG 78, SMITHFIELD. CHICAGO 389.

"My Lord, there's an army gathered together in Smithfield."

So says Shakspeare, and his admirers may, if they think proper, look for indications of the aforesaid army The Ohio Smithfield, is one of eighteen places of the same name in the United States. It has the elements of prosperity within itself.

Between Smithfield and Alliance is five miles.

PITTSBURG 83. ALLIANCE, CHICAGO 384.

Is nearly on the boundary line, between Starke and Mahoning Counties, and is a little over nine years old, having been laid out in 1850. Main Street, will be observed on the left, and crossing the Railroad. It, as well as the rest of the town, is neatly built.

Alliance, is the point of crossing of the Cleveland and Pittsburg Railroad. This fact will tend somewhat to its prosperity. The assertion is sustained by signs of progress, that within five years, Alliance will be an important post. Its growth has already been astonishing, its population is eighteen hundred. It is the seat of extensive agricultural works.

Six miles, lie between Alliance and Strasburg, all in Starke County. This county has a rolling surface—a sandy soil, and produces wheat, Indian corn, hay, wool, butter, &c., &c. A limestone formation underlies part of the surface.

PITTSBURG 89. STRASBURG. CHICAGO 378.

Still in Starke County, and distant about one hundred and thirty-five miles from Columbus, the capital of the State.

PITTSBURG 95. LOUISVILLE. CHICAGO 372.

A French name, and settled originally by natives of "La Belle France." That the race has not yet died out, is evident from some of the sign boards of the town.

The principal portion of the place, is on a gently undulating plain to the South of the Railroad. Pleasant groves are in the vicinity.

The church and graveyard, meet the eye of the stranger; the latter free from those glowing tombstone eulogies, which disgust the sensitive, and shock the fastidious. Here only

"Their names, their years, spelt by the unletter'd muse,
The place of fame and elegy supply;
And many a holy text around she strews,
To teach the rustic moralist to die."

Six miles to Canton.

PITTSBURG 101. CANTON. CHICAGO 366.

The capital of Starke County, Ohio. Unlike the original Canton, it has no "Mandarins" to keep the "Celestials" in order, or to cut off the pigtails of the populace, in case they get refractory.

It is on a beautiful plain, almost like a prairie, and in the centre of a country rich in agricultural and mineral resources. As a manufacturing centre, it possesses many advantages; the Nemiskillen Creek, which flows past the City, furnishing excellent water power, and stone coal and limestone, being easily obtained. Two agricultural machine establishments turn out work in immense quantities, and of superior finish. The residents of the adjacent country, patronize them largely, the farmers having thoroughly learned the value of labor-saving machinery.

The improvements of the City are many—comprising churches for all the principal denominations, woolen factories, iron foundries, gun-barrel works, &c. The completion of the Railroad to this point in 1852, was the means of encouraging trade, although previous to that time the Ohio Canal (traversing nearly the whole State, north and south) did an extensive business.

Joseph D. Wright, Esq., Resident Engineer of the Eastern Division of the Pittsburg, Fort Wayne, and Chicago Railroad, is stationed at this place.

The "Canton Gas Works," with their large Gasometer, are near the the Railroad depot in the foreground.

The "Ohio Repository," a newspaper, was published in Canton, as far back as 1819, by John Saxton. The first house was erected in the summer of 1806, and the settlement was made by enterprizing emigrants from Connecticut, and other States.

From Canton to Massillon, eight miles, the country is open and well cultivated.

THE GREAT NORTHWEST.

A great country is that of the northwest, watered as it is by the streams, brooks and springs, which flow into the Mississippi and Ohio Rivers and the lakes. A soil, unequalled for fertility, produced in 1858:

Corn in the following quantities: Ohio, 80,000,000 bushels; Indiana, 60,000,000 Illinois, 70,000,000 bushels; and in the way of commerce, who can exaggerate the present and future importance, of these three great States of the northwest. Erie and Michigan are on the north—the first with a length of two hundred and forty miles, and a depth of ninety feet; and the second, with a length of three hundred and fifty miles, and a depth of one thousand feet. Chicago, in this (to her) new branch of trade, built seven ships in 1858, and Cleveland, sent twenty-nine from her yards. From these two ports in the same year, the clearances were—from Cleveland, four hundred and twenty-three; from Chicago, one hundred and sixty-nine: and these clearances, it has been proven, are doubled every three years.

Look at the Railroad system of the three great States! There are constructed in Ohio, 2,860 miles; Indiana, 1,850 miles; Illinois, 2,750 miles.

Inexhaustible beds of coal underlie much of the soil of the three giants, and millions of future citizens of the republic, will derive sustenance, and find every material necessary to the development of art and industry in Ohio, Indiana, and Illinois.

The word Ohio, in the Indian tongue, is said to signify bloody. The State, in 1810, contained 230,760 inhabitants, there being actually 10,000 more males than females. The equilibrium, it may well be supposed, has since been better established.

WESTERN RESERVE,

As it is commonly called, is everywhere known as a particular section of Ohio, almost amounting to a separate State. It is also called New

Connecticut, from the fact that it was originally owned, and chiefly settled by men from Connecticut. The Reserve, contains twelve counties: viz., Ashtabula, Trumbull, Mahoning, Lake, Geauga, Portage, Cuyahoga, Summit, Medina, Lorain, Erie and Huron.

PITTSBURG 109. MASSILLON. CHICAGO 358.

This City, is one of the greatest contributors to the Railroad, between Pittsburg and Chicago. It can be seen from the car windows, about one-eighth of a mile from the track, in the midst of gently undulating and romantic grounds, often highly cultivated, and extending into widespread level plains.

Nature has done much for Massillon, having furnished the adjoining country with hard timber, bituminous coal, of a superior quality, (which is used for making gas, smelting pig-iron, and for all ordinary purposes,) and with iron ore, limestone, and reliable water power. For the transportation of products from these sources, the Ohio Canal, competes with the Pittsburg, Fort Wayne and Chicago Railroad. The canal is crossed by the traveller just west of the Station House.

To the eyes which heretofore have been accustomed to the rugged eminences of central Pennsylvania, and the bluffs of the Ohio River, this part of the State, is exceedingly beautiful. Pleasant groves are scattered here and there, and the general aspect is so attractive, that one can easily realize the strong ties which must have bound the aboriginies to this

"Garden of the Earth!"

The Ohio Canal, runs northward to Lake Erie, which it joins at Cleveland, and the Tuscarawas River, on which the City is also situated, flows southward, and, uniting with other streams empties into the Ohio River near Parkersburg, Virginia.

The City of Massillon, has shipped in one year, over *two millions* of bushels of wheat. Of course, this vast export trade demands suitable accommodation, which is found in very substantial brick and stone warehouses. The farmers of the section require proper implements for tillage, and this gives rise to an important business, viz.: the manufacture of reaping, threshing and mowing machines. This is extensively carried on. Railroad cars, are also made, and from the specimens which we have seen, the workmanship is fully as neat and durable as that of the eastern establishments. Two immense iron furnaces, with their flaming jets, have a capacity sufficient to produce two hundred and fifty tons per week of pig iron, while foundries and machine shops, stove and furniture works, flour and steam mills, &c., add to the activity which pervades this inland city.

The attention which the American people pay to the adornment of their cemeteries, is a beautiful trait, particularly well illustrated by the "City of the Dead," in the vicinity of Massillon. It is a lovely and romantic spot, just such a one as the "weary pilgrim," would desire, when realizing that

"Not to this world—a world of grief and care—
Not to this world doth happiness belong;

Vicissitudes pervade both earth and air,
And shadows flit the hills and dales among."

Massillon, has a population of about five thousand, and contains a Union School, six churches, and two banks, two first class hotels, wholesale grocery stores, &c., &c. It was laid out in 1826. A free stone quarry, is near at hand, which supplies excellent stone for building, upon wide and well-shaded streets.

Starke County, in which Massillon is located, has an area of five hundred and seventy square miles, and is rich in minerals and in agricultural resources.

Fifteen miles, lie between Massillon and Orville, in which the boundary line between Starke and Wayne Counties is crossed.

PITTSBURG 124. ORVILLE. CHICAGO 343.

A settlement, which originated in 1853, and which now contains a population of four hundred and fifty. It is on the north side of the Railroad, on elevated but level ground, and with scattered dwellings. Its chief business is in stock and produce, and merchandizing generally. Six stores are in the town, and two mills in the vicinity, also an excellent Hotel.

This is the crossing point of the Cleveland, Cincinnati and Zanesville Railroad, which, however, is only completed for about thirty-five miles south of Orville. In time, it will unquestionably be extended to Cincinnati, the great Porkopolis.

From Orville to Wooster, is fifteeen miles. Wooster Summit, is passed, being, as its name implies, at the head of a grade, and boasting only a small collection of houses. The traveller, during this distance, runs through the centre of Wayne County, which is noted for its production of wool and butter, and has in its southern part, large mines of coalstone opened.

PITTSBURG 135. WOOSTER. CHICAGO 332.

On the north side of the Railroad on a level plain. It is the capital of Wayne County, and is nearly in its centre. A creek with a name that smacks strongly of hunting, viz., "Killbuck," flows past the place. It is very certain, however, that but few bucks will be killed on its banks in future. The progress of civilization makes sad inroads on the fleet-footed denizens of the woods. Wooster was the site of the Land Office for what was known as "Canton District."

Any one who ascended and took a bird's eye view of this place from a balloon, would see beneath him a well-built assortment of "local habitations," surrounded by a country valuable in any way in which it was considered; the surface for agricultural purposes—the interior (in the form of coal) for burning. He would see a portion of the land which contributes to give Ohio the enviable reputation of owning one-twelfth of all the cultivated acres in the United States, and which in twenty years, helped to

increase her valuation from eighty-nine thousand to eight hundred millions of dollars.

Wooster is the centre of considerable trade, and excels in manufactures; carriage-making is one branch to which attention is given; and churches, newspaper offices, &c., indicate thrift and intelligence. The "Ohio Spectator," was published in Wooster, in 1819, by S. Baldwin, jr. Even at that distant day the press was an essential.

We are indebted to a friend for the following additional particulars:

Wooster is compactly built and handsomely situated, being located on a beautiful undulating tract of land, at the junction of Apple Creek and Killbuck streams. The country adjacent is elevated above the town site. The section is very healthy. Wooster, containing four dry goods stores, five clothing, two hardware, three drug, two book, and four boot and shoe stores; two newspapers printed (Democrat and Republican,) ten churches, two female seminaries, four public graded schools, two banks, three foundries, two engine shops, two planing mills, one machine manufactory (Thresher & Co.,) three carriage establishments, one rope-walk—is rapidly increasing in size, population and importance. There is being consumed this year in building and under contract, one million five hundred thousand brick. There was shipped from Wooster Station by rail, from September, 1858 to February, 1859, inclusive, (six months) six hundred thousand bushels of wheat, and butter, eggs, corn, stock, &c., in proportion. Present population, five thousand. County well settled—raise good stock—farms well improved—county vote, Democratic.

PITTSBURG 141. MILLBROOK. CHICAGO 326

This is a post village in the southwestern portion of Wayne County. An improving place. To the south of it the indefatigable Killbuck Creek pursues its devious way.

PITTSBURG 144. CLINTON, CHICAGO 323.

Never saw daylight until 1853, and between that time and the present has collected two hundred and fifty inhabitants. It may be easily imagined that very few of them tread their "native soil;" and those who enjoy that felicity have not yet dispensed with the ball and hoop of childhood. But it has a go-ahead set of residents, who support produce stores, two grist mills, two saw mills, three groceries, &c. In the way of luxuries, they have two splendid churches (with prospects of a third) and a tavern. In fact, this is a desirable location, and bids fair to be a business town.

Between Clinton and Londonville (twelve miles), the Railroad passes through a corner of Holmes County. There is no regular station in this county, however.

PITTSBURG 156. LOUDONVILLE CHICAGO 311.

Very modestly hides itself away in a southern corner of Ashland County, Ohio, where it has stood ever since 1818. Modesty is a sign of merit, however, and we venture to say, that the one thousand residents

of Loudonville believe that the place is as healthy, pleasant and active, as any one of the same size between Cape Cod and sundown. We won't dispute the fact, particularly when the obliging Superintendent of the Railroad says, on reference to his books, that the freights for stock, grain, &c., from this station, "foot up" very well.

Loudonville is on the black fork of Mohiccon River (a branch of the Walhonding) and is seventy miles northeast of Columbus, the capital of Ohio. "The business of the place is as follows: four dry goods, two drug, two clothing, and four shoe stores; also three hotels, two iron foundries, three blacksmith shops, two wagon shops, two tin and copper shops, tanneries, produce, ware. Haskell's Academy is located here, a flourishing institution, A. B. Kidder, Principal. The churches are owned by Baptist, Methodist, Lutheran and Presbyterian congregations. One feature of the place is especially noticed by a correspondent, who says, "we have a strong temperance society and community here."

The Railroad Company have a fine Depot at this place.

From Loudonville to Perrysville (five miles), run through Ashland County.

PITTSBURG 161. PERRYSVILLE. CHICAGO 306.

The principal business of this place is milling, to use a technical expression, there being "twenty-four run of burrs" in the vicinity. Perrysville is not insignificant, however, as a grain and stock shipping point. It has a population of two hundred and "rising."

It was settled in 1812, and is near the Indian village of Greentown, where an event known in the history of Ohio, as the Copas and Seymour massacre took place.

PITTSBURG 168. LUCAS, CHICAGO 299.

Is near the county line between Richland and Ashland Counties, and is on both sides of the Railroad. It was named after Governor Lucas, and with a high and healthy situation, has a population of about four hundred.

The principal business of the place is merchandizing. In the vicinity of the town are three flour and five saw mills; also two woolen factories.

Several adjacent stone-quarries furnish excellent building stone, and the grain depots by the side of the Railroad, indicate that shipments are moderately large.

PITTSBURG 175. MANSFIELD. CHICAGO 292.

The City of Mansfield is situated almost in the centre of Richland County, Ohio, and is the point of crossing of the Sandusky, Mansfield and Newark Railroad. For municipal purposes it is divided into four wards, and governed by a Mayor, and a City Council which meets monthly. It is the seat of a heavy trade; the depot of the surrounding

country, and a valuable auxiliary to the Pittsburg, Fort Wayne and Chicago Railroad. In 1819 it contained thirty houses and three stores.

It would almost require a separate volume to enumerate the various objects of interest in and around Mansfield, or to give even a faint idea of its industrial resources. Confining ourselves to the more prominent points, we may say that the streets are wide and well built; the City lighted with gas, and the mercantile and educational institutions ample. A Central High School, and eleven secondary and primary branches are established under control of a "Board of Education." The Richland County Mutual Insurance Company competes with no less than sixteen different agencies of eastern insurance firms. A Gas Light Company was organized in 1857, as was also a Library Association. The Farmer's Branch, State Bank of Ohio, is here located, as is also Sturge's Bank. Three military companies protect the "lives, fortunes and sacred honor" of the residents, and two newspapers shed refulgent light upon the doings of the community. The last named "institutions" are the "Mansfield Herald," and the "Richland County Shield and Banner."

The public buildings consist of a City Hall, Court House on the Public Square, Masonic Hall, Infirmary, Odd Fellows Hall, &c. The Fire Department, consisting of four or five companies, is well sustained. The Churches are ten in number, and classified as belonging to Baptist, Episcopal, Methodist, Presbyterian, Roman Catholic, Congregational, Lutheran, United Presbyterian, and other congregations. The Mansfield Lodge of Masons was organized as far back as 1818.

The City is plentifully supplied with public halls, and boasts numerous fine blocks of buildings, together with admirably conducted hotels. It was laid out in 1808, a period, when for miles around, there was nothing but unbroken forest. Whether, as was the case with Bucyrus, the first settler lived on venison and wild honey, we cannot say. Richland County, of which Mansfield is the capital, contains upwards of four hundred and fifty square miles of territory, and is a heavy producer of wheat, Indian corn, oats, hay, butter, wool, cattle and swine. It is watered by the Walhonding River, (a branch of which flows past Mansfield,) and intersected by several Railroads. The stream is sometimes known as "Mohiccon," and "White Woman River." Mansfield has six hotels, two foundries, machine shops, &c. It was named after General Jared Mansfield, Surveyor of the Northwestern Territory, from 1803 to 1812.

Nine miles between Mansfield and Richland.

PITTSBURG 184. RICHLAND, CHICAGO 283.

Named after the County in which it is situated, and which certainly has rich-land. This County has the same agricultural characteristics of the others through which the Railroad passes in the eastern part of Ohio, producing wheat, Indian corn, butter, cattle, wool.

Four miles between Richland and Crestline.

PITTSBURG 188. CRESTLINE. CHICAGO 279.

Emphatically a Railroad town. It was laid out in 1850, and is an important point on the line between Chicago and Pittsburg. Here are located the engine houses, repair shops, &c., of the Pittsburg, Fort Wayne and Chicago Railroad, which give constant employment to one hundred men. The cost of maintaining the "rolling stock" of a road over four hundred miles in length cannot be imagined by one not versed in such matters, The Superintendent of the Eastern Division of the Road, Jos. H. Moore, Esq., resides here.

The town is incorporated and governed by a. Mayor and Council, elected annually. The residents appear to pay great attention to educational matters, having adopted the Union School plan, and secured able instructors for youth. Methodist and Lutheran Church buildings have been erected, and four other Protestant denominations are organized.

A glance at the main street, which crosses the Railroad track, will convey some idea of the business of the place. Six dry goods stores, five hotels, four grocery stores, three drug stores, one hardware store, one lumber yard, two livery stables, three shoe stores, one grain warehouse, a grist mill, and saw mills, are among the establishments. It is anticipated, and we think very justly, that the number of cattle shipped from this point, already great, will be increased. In readiness for this, the Railroad Company have recently erected large and commodious stock yards, containing thirteen pens, with running water and facilities for feeding one thousand head of cattle. Two large barns in the vicinity contain a plentiful supply of grain and hay for the use of drovers.

The Depot buildings, which the traveller cannot fail to notice, are admirably constructed with offices, waiting-rooms, baggage apartments, &c. The trains of the Bellefontaine line leave here for Indianapolis, and the Cleveland, Columbus and Cincinnati cars pass and repass. A first class hotel is at the depot. The business facilities of the place are thus made evident, and the population, already numbering two thousand, cannot fail to increase. The adjoining country is rich and fertile.

In the neighborhood of the town, are a number of sulphur springs, prized by many for their medicinal qualities. One of these springs affords an outlet for gas, which being condensed, is found to burn well.

Between Crestline and Bucyrus (twelve miles), the objects of interest are as follows: the crossing of a small stream, one of the head waters of the Sandusky River—country very slightly undulating, and tolerably well cultivated. At some points the land is so level as to wear the appearance of Prairie. Timber is abundant.

PITTSBURG 200. BUCYRUS. CHICAGO 267.

An enthusiastic correspondent, who once wrote to us from this place, said that residents of Bucyrus "had no occasion to wish to exchange their earthly abiding place for Paradise." This is claiming for Bucyrus rather more attractiveness than we are willing to grant. Nevertheless,

it is a very handsome county town, originally laid out in 1821, by several citizens of Columbus. The completion of the Railroad lent a new impulse to its progress, and now it is decidedly city-ish. Brick and other churches meet the eye of the traveller, and produce buildings, indicate considerable business in that line. The adjacent country (Crawford County) is level and fertile.

A partial enumeration of the establishments of the place, shows the existence of two planing-mills and sash factories, a steam woolen mill, giving employment to a large number of hands—a steam grist mill, a large saw mill, &c. De Kalb Female Seminary is here located, and the "Union School," consisting of the highest Grammar School, and six primary departments, is one of the best in the State. The "Bucyrus Journal" is one of the fixed "institutions."

The increase in the population since 1853, has been very great. Even at that time it was estimated at three thousand. Increase in trade has been proportionate. A beautiful cemetery, near the limits of the place has been laid out, and designated "Oak Grove." It is nearly forty acres in area.

Near here, in 1838, an excellent specimen of the mastadon was found in "Hann's Race." It was exhibited for some time and sold, we are informed, for two thousand dollars. The diameter of its skull was three feet three inches—the weight of the head two hundred and thirty-seven pounds, and length of molar tooth, seven and a half inches.

The distance between Bucyrus and Upper Sandusky, is seventeen miles.

Several small branches of the Sandusky River are crossed, one of which is on the dividing line between Crawford and Wyandot Counties. The road passes through considerable woodland. Nevada, an entirely new settlement, is just west of Bucyrus. With the aid of a saw mill and church, however, which are erected, it is a "place of promise." Stumps are abundant in its neighborhood, and black walnut trees are plenty—a trusslework nearly an eighth of a mile in length, carries the Railroad over the Sandusky River just east of it.

PITTSBURG 217. UPPER SANDUSKY. CHICAGO 250.

This town plot was formerly the site of an Indian village. Here the Wyandots lighted their council-fires, discussed their projects, and enjoyed what little domestic felicity is to be found in an Indian life. Quite a different scene meets the eye now, from that of 1780. The red face has "stepped out," and the pale face has "stepped in." The episode reminds one strongly of Shakspeare's effusion—

> "All the world's a stage,
> And all the men and women merely players;
> They have their exits and their entrances."

The recollection of a bloody battle ground, about three miles north of the place, dispels the romance lingering about the Indians. Here a conflict took place between the aborigines and Col. Crawford, in 1783,

in which Crawford was defeated. The troublesome customers, however, ceded their lands to the government, in 1843, for a consideration.

Upper Sandusky, the capital of Wyandot County, boasts churches, and brick and frame tenements, erected upon wide and level streets. It appears to be gifted with an energetic population, and can be classed as decidedly "progressive." The Sandusky River, upon whose bank the town is situated, flows northward through three counties, and empties into Sandusky Bay. It is often bordered with level plains, in some parts covered with oak copses, and in others without timber, and with high grass. These plains were formerly the cattle feeding grounds of the Wyandot tribe of Indians.

Twelve miles intervene between Upper Sandusky and Forest. Derbytown, a small settlement in the woods, is passed; Tyemochee River, of inconsiderable size, is crossed. Then comes

PITTSBURG 229. CHICAGO 238.

FOREST.

A town in the woods. The country is nearly level, and heavily timbered with beech, maple, oak and walnut. The Sandusky, Dayton and Cincinnati Railroad crosses here. In the town, the few houses that are erected, are large and creditable. The "Senate House" holds out an inviting sign, and runs opposition to one other hotel Two stores, about a score of dwellings, and a blacksmith shop, form the place.

Forest, might appropriately be called the half-way station between Pittsburg and Chicago, and owes its existence entirely to the Railroad. A steam saw mill is in operation. Population not over two hundred. It dates back only about five years, being a Railroad town, started on the first opening of the old "Ohio and Indiana" Railroad to the point. It has no business, except what the iron pathways bring it. In despite of the wild appearance of the adjacent section, it contains many cultivated pieces of land.

Between Forest and Johnstown sixteen miles intervene. On either side of the Railroad are fine woods of Beech and Sugar Maple. Here and there small settlements have arisen. Dunkirk, is one of these, built upon a single street which crosses the track. It is on gently undulating ground, with a steam saw-mill and population of not over four hundred. Blanchard's Fork, a small stream is crossed. North Washington is in Hardin County, through which the traveller is now passing. "Hog Creek Swamp" is a level swamp covered with grass and extending for several miles on both sides of the track. It will convey to the westward-bound traveller a very good idea of a genuine prairie. The Railroad passes through it on embankments thrown up from the surrounding loose soil.

PITTSBURG, 245. JOHNSTOWN CHICAGO, 222.

Is not an iron manufacturing point, like its Pennsylvania brother of the same name, and in fact is not particularly noted for business of any description. As the surrounding country becomes cleared and settled, we pre-

sume the shipment of cattle will form a decided feature. Warehouses are erected, and the Railroad Company have a good depot. In these days of rapid progress, it is almost impossible to foretell the fate of a town, and we should not be surprised to see Johnstown, in a few years, exceed some of its cotemporaries in population and activity. It has the elements of success.

Eight miles lie between Johnstown and Lafayette. The Railroad pursues an air-line, as it has done with but little variation since leaving Crestline. Through the wilderness again we glide, with the view relieved by only occasional clearings. A curious life this of the forest settlers. Up in the morning, out into the woods, driving the axe into vast towering monarchs, rooting up stumps, cracking the rifle at game, breathing the fresh pure air of Heaven, and on the bed of toil dreaming perchance of

> "The native hills that rise in happier climes,
> The grot that heard the song of other times,
> The cottage-home, the bark of slender sail,
> The glassy lake and broomwood blossomed vale."

In the neighborhood of Lafayette, the character of the land improves vastly.

PITTSBURG, 253. LAFAYETTE, CHICAGO, 214.

Near the line separating Allen, from Hardin County. A growing place, with many neat cottage-looking dwellings. It is principally on the north side of the Railroad. The population does not exceed one thousand. Several warehouses for the shipment of breadstuffs are erected at this point, from which the inference would be very just that the soil of the adjacent sections, when properly cultivated, amply repays the farmer. The Ottawa River, a tributary of the Maumee River, is a short distance north of this place, and, after having received several accessions, is crossed by the Railroad just east of Lima. The stream is not large. The distance between Lafayette and Lima, is seven miles, and the country is in a fair state of cultivation.

PITTSBURG, 260. LIMA CHICAGO, 207.

Is in the centre of Allen County, Ohio, and after an existence of over twenty-seven years, (having been settled in 1831,) is an enterprising and healthy town. It is the capital of the county. We have been unable to ascertain why it was so named, but "Lima" has a pleasant sound, reminding one of fair damsels and other productions of the tropical and original city.

This place is the point of junction of the Dayton and Michigan Railroad, which runs southward for seventy-two miles to Dayton. From this place to Chicago, the Pittsburg, Fort Wayne, and Chicago Railroad pursues a course uniformly to the northwest.

The county seat was located at Lima in 1831, and it now has a population of nearly two thousand two hundred. It contains twenty-four dry

goods and grocery stores, and is the site of the machine shops of the Dayton and Michigan Railroad. The principal business establishments consist of two sash factories, two steam grist and saw mills, one carding and fulling mill, and one foundry. Lima has ten lawyers.

Its natural position is such as to render future improvement rapid, and "manifest destiny" will doubtless fan the flame of enterprise until the Ohio Lima, obtains a page in history and a corner in the niche of fame.

Elida, a village built upon one street, lies to the north of the Railroad, in the fourteen miles between Lima and Delphos. The Big Anglaize River, and Ottawa Creek, are also crossed.

PITTSBURG, 274. DELPHOS, CHICAGO, 193.

Very regular and neat in construction, with streets crossing the Railroad at right angles. An extensive forwarding station, as will be noticed from the number of warehouses in the vicinity.

The traveller who arrives at Delphos will be very near the junction of three counties, viz.: Putnam on the north, and Van Wert and Allen on the south. Old Fort Jennings is a few miles distant. It was one of the out-posts of the Ohio settlers. Delphos was called "Section Ten."

The Miami Extension Canal, runs northward from this point to the Maumee River, which it follows to Toledo. Columbus is one hundred and sixteen miles to the southeast. Delphos, was laid out about the year 1844, and has improved wonderfully. A branch of the Big Anglaize River flows past the place, and the canal furnishes ample water power for sundry mills, factories, machine shops, &c. Industry, enterprise, and economy are the peculiar characteristics of the residents.

The Miami Extension Canal is crossed by the Railroad nearly in the centre of Delphos. To the Pittsburg, Fort Wayne, and Chicago Railroad this is an important point.

Thirteen miles between Delphos and Van Wert, all in Van Wert County. For the whole distance, the course of the Railroad is due east and west—Middle Point is passed. It is a small scattered settlement, on a level tract of land surrounded by forests. Population not over two hundred.

PITTSBURG, 287. VAN WERT. CHICAGO, 180.

The reverence which the people of Ohio entertain for the heroes of American history, is well exemplified by the number of their names which have been perpetuated. Putnam, Allen, Adams, Carroll, Greene, Washington, and others, have had counties called after them, and even one of the three men, who, on September 22d, 1780, arrested Major Andre, at Tarrytown, receives the same honor. "Van Wert" was one of the captors of Andre, and Van Wert, the capital of the county of the same name, will tell his story to the American people for years to come. The place was laid out in 1837, although the county was settled seven years before that time. Under the power of the iron band which connects it with civilization, the city (it ought to be one if it is not) is

improving. It is one hundred and thirty-six miles northwest of Columbus, and is the last station which the westward-bound traveller will find in Ohio.

It is on a branch of the Anglaize creek, and will be the crossing point of the Cincinnati and Mackinaw Railroad, when that thoroughfare is finished. It has a population of twenty-three hundred, and contains one steam grist mill, and three steam saw mills, seven dry goods stores, seven grocery and two drug stores, one hardware, four blacksmith and four wagon establishments, three churches, (Presbyterian, Baptist and Methodist,) two large union school houses, &c. It is on a high sandy ridge, and the Pittsburg, Fort Wayne and Chicago Railroad, running east and west, passes directly through the town.

THE PIONEERS OF OHIO.

A word as to the State of Ohio: only eighty-five years ago, and the first band of pioneers strode forward towards the setting sun, from the slopes of the Alleghenies. "What manner of men and women, must they have been, who undertook to explore these wilds, then filled with savage beasts and no less savage men? They were of iron mould, strong arms and honest hearts—who were willing to spend the last drop of blood to dispute the red man's exclusive title to a wilderness that now blooms and blossoms like the rose. Their beds in tents or under trees—their lights, the fat of the bear upon the hickory knot." Their songs like this:

"The hunt, the shot, the glorious chase,
The captured elk or deer;
The camp, the bright big fire, and then
The rich and wholesome cheer.
The sweet sound sleep at dead of night
By our camp-fire blazing high,
Unbroken by the wolf's long howl,
And the panther springing by.
Oh, merrily passed the time despite
Our wily Indian foe,
In the days when we were pioneers,
Fifty years ago."

Thirteen miles between Van Wert and Dixon, all in Van Wert County, and principally through the woods.

INDIANA.

PITTSBURG, 300. DIXON. CHICAGO, 167.

A settlement in the clearing, and on the line between the States of Ohio and Indiana. On the left hand side of the Railroad, the traveller will see a tall white post, marked with the letters "State Line." The population is not over two hundred and fifty. The adjacent country is nearly level.

Nine miles of Indiana woods, with occasional clearings, intervene between Dixon and Maples. The road lies through Allen County, which derives it name from Colonel William Allen, of Kentucky.

PITTSBURG, 309. MAPLES. CHICAGO, 158.

If there is any doubt of the ability of Indiana to turn out excellent timber, the doubt will be dispelled by a view of the woods around Maples. The town or village, is in a forest clearing on the left hand side of the Railroad, and has a population of not over two hundred and fifty. It is ten miles south-east of

PITTSBURG, 319. FORT WAYNE. CHICAGO, 148.

This was the terminus of the old Ohio and Indiana Railroad, before the line was opened to Chicago. It is built upon an eminence, and is the capital of Allen County, Indiana.

The westward-bound traveller, just before entering Fort Wayne will notice the crossing of the Toledo, Wabash and Western Railroad, also the extensive Locomotive and other houses of the Railroad; also, the splendid new Catholic Church Building, and two large brick Public Schools.

The Miami Indians, previous to 1794 had their principal village upon the site of Fort Wayne. They probably chose the spot because it was at the junction of the St. Mary's and St. Joseph's Rivers, which uniting, form the Maumee, or as it has been called "The Miami of the Lakes," "or St. Maurice." The location was a beautiful and commanding one, and in the year already named, was selected by General Wayne for the erection of a Fort, which was called after its originator. Apropos, we may mention that a curious relic of the march of General Wayne to the Northwest Territory, in 1794, was recently discovered at New Philadelphia. It was a leaden slug, weighing three and one-half pounds, which was found embedded in a tree, where it had lain for more than half a century.

The city is an important one, substantially and handsomely built, and with a large and necessarily increasing trade. It lacks no essential of becoming one of the largest and most wealthy points in the State of Indiana. The Wabash and Erie Canal, affords a business outlet. Plank roads also lead to various parts over an adjacent country, the soil of which is highly productive. The population, even in 1853, numbered six thousand five hundred, and is now not very far from being doubled. In August, 1812, the garrison made a brave defence at Fort Wayne against a large body of British and Indians.

Twenty miles from Fort Wayne to Columbia City. Just west of Fort Wayne, St. Mary's River, a beautiful stream fringed with trees, is crossed —also, the Wabash and Erie Canal. Arcola and Coesse, small settlements, are passed. The latter is on an elevation above the Railroad, about the only prominent object which is visible from the cars being a windmill. Near this place the line separating Allen County (on the east) from Whitley County (on the west) is crossed. The country has no especial interest.

PITTSBURG, 339. COLUMBIA CITY. CHICAGO, 128.

Columbia City, is seen about a quarter of a mile distant from the Rail-

road, on the right. As the capital of Whitley County, Indiana, it is of importance. Blue River flows past the place, and is crossed by the traveller a short distance to the west of the Railroad Station.

The situation of Columbia, is on gently undulating ground, and the population is about fifteen hundred. It was settled in 1845, and derives its principal support from milling and merchandizing.

Twenty miles between Columbia and Warsaw. For some distance west of the former town the land is very like prairie. Huntsville, is six miles west of Columbia. This is one of nineteen places of the same name in the United States, and is near the line separating Whitley County (on the east) from Kosciusko County (on the west.) Pierceton is a thriving town in Kosciusko County—to the west of it one of the numerous small streams which intersect this country is crossed (with its valley) by a high bridge, one-eighth of a mile in length. Kosciusko, very unimportant, is seven miles east of Warsaw.

The traveller notes the historical names of the section. In Warsaw, he finds the capital of Kosciusko County, and recollects perhaps the lines of Campbell.

> "Warsaw's last champion from her height surveyed
> Wide o'er the fields a waste of ruin laid—
> Oh, Heaven! he cried, my bleeding country save!
> Is there no hand on high to shield the brave?
> Yet though destruction sweep these lovely plains,
> Rise! fellow-men, our country yet remains:
> By that dread name, we waive the sword on high,
> And swear for her to live!—with her to die!"

But that bravery and justice are not always successful, is told alike by the historian and the poet, for

> "Hope for a season bade the world farewell:
> And Freedom shrieked—as Kosciusko fell."

PITTSBURG 359. WARSAW. CHICAGO 108

It is on the bank of Centre Lake, and on Tippecanoe River. On the shores of this stream, a hundred miles to the South, the Shawnee tribe of Indians in 1811, were routed by General Harrison. The Shawnese were led by the "Prophet" of their nation, and slaughtered two hundred of the American troops before they were conquered.

Thus it is, that in this new land of ours, we crowd into the circuit of a hundred miles, names recalling incidents of renown throughout the world, Palestine, "Land of Judea," is not far distant from Warsaw. Mount Etna, with the memory of its burning fires, is in an adjoining county, as is also Sparta, with its brave band. Albion, with its white cliffs, is near, and Cherubusco, with its bloody battle ground, lies to the northwest. Paris, with its allurements, is scarce a day's journey to the north, and Antioch is to the south. Holland, Peru, Galveston, Sante Fee, Nevada and Buena Vista, are within the described limits.

Warsaw, is almost in the centre of the county of which it is the seat, a county peculiar on account of the number of small lakes within its borders. The largest of these, are lakes Tippecanoe and Turkey, about twelve

miles distant. The adjoining county being nearly level, they are probably caused by the drainage

Warsaw, has a population of one thousand five hundred, and is one of the most enteprising points between Fort Wayne and Chicago. It shipped the last year one hundred and fifty thousand bushels of wheat; and now contains seven dry goods stores, two clothing stores, three drug stores, four provision stores, one printing press, one graded school, and one banking office. The cash received through the Express Office at this place, for September, 1859, was *forty-thousand dollars.* The town was located in 1838.

Twenty-five miles, between Warsaw and Plymouth. Tippecanoe River is crossed west of Warsaw, with several of its smaller branches. Etna Green is a scattered village, which, if it was *Gretna* Green, would be just the place "where neither Pa nor Ma could find us." Bourbon, which brings to mind Bourbon whiskey, (no disrespect to the residents) is a pleasant looking village on a level tract of land, north of the Railroad. Its main street crosses the track. Good poplar timber is abundant in this section. Yellow River is crossed just east of

PITTSBURG 384. PLYMOUTH. CHICAGO 83.

Is where the pilgrims did *not* land, inasmuch as the first settlement was made in 1834. The population numbers about fifteen hundred, and the place is a large wheat shipping point. Plymouth, with its churches, bank, business establishments, &c., is the thriving capital of Marshall County. Much good farm land, well cultivated, is in the vicinity. Indianapolis lies one hundred and twelve miles to the south. A plank road connects this point with Michigan City, and a Railroad diverges to La Porte, on the Michigan Southern and Northern Indiana Railroad. The Pittsburg, Fort Wayne and Chicago Railroad have a large Freight and Passenger Depot at Plymouth. The Railroad was opened to this point in November, 1856.

PITTSBURG 395. GROVERTOWN. CHICAGO 72.

An inconsiderable village, of not over one hundred and fifty inhabitants, on a tract of land under partial cultivation. It is on the north side of the Railroad. It is in Stark County. This county, deriving its name from General Stark, of Revolutionary memory, has about equal parts of timber and prairie land. It has an area of two hundred and ninety square miles. A town of the same name, viz., Stark, is passed between Grovertown and Wanatah, (twenty miles.)

THE PRAIRIES OF THE WEST.

The prairies of the west, from this point, spread themselves to the eye of the traveller. Vast level plains, with clumps of timber scattered here and there, like oases in the desert, or islands in the ocean. Sometimes for miles, the gaze will wander over a sea of billowy green, unrelieved

by anything to indicate the presence of mankind, except the ditches by the side of the iron Railroad track. All nature seems

> "Glowing with life, by breezes fann'd
> Luxuriant, lovely, as she came
> Fresh in her youth from God's own hand."

No wonder, that Cooper in his tales of wild adventure, when the woodsman's axe had echoed in every vale of the eastern mountains, drove his hero forth to the haunts of nature in the prairies of the west, to gaze upon the setting sun, passing away, not behind towering granite piles or gloomy forests, but gradually sinking into the bosom of a quiet, level grassy bed. Titania, the Fairy Queen, might have had her fairy realms in the midst of these solitudes; and Puck, when he "put his girdle round the earth," would have stopped to pluck a wild flower from the blooming gardens running to waste.

Here, where the Indian, at a time within the memory of living men chased his game, the thrifty settlers, in their onward march, are building sites for future cities. To the southwest, through Indiana and Illinois, the rich soil with a grateful hand, yields to the tiller fine crops. Gradually the settlements are increasing; the standard of education and morality is rising—the facilities for improvement are daily becoming greater, and ere long, before our children attain old age, will be seen upon this western land, the view so well described by the poet—

> "Broad on each hand
> The golden wheat fields glimmered in the sun,
> And the tall maize its yellow tassels spun;
> Smooth highways set with hedgerows living green,
> With steepled towns, thro' shaded vista seen,
> The school house murmuring with its hive-like swarm,
> The brook bank whitening in the grist mill's storm;
> The painted farm house shining through the leaves,
> Of fruited orchards bending at the eaves,
> Where live again around the western hearth,
> The homely old time virtues of the north.

PITTSBURG 410. **HANNA STATION.** CHICAGO 57.

A settlement, not as yet very large, but destined to improve. Ten and twelve thousand bushels of grain have been shipped in one month from this place. The country around is level and very fertile.

From Hanna Station to Wanatah, the Railroad runs over Hog Prairie. Morgan is passed.

PITTSBURG 415. **WANATAH.** CHICAGO 52.

Wanatah, with its remarkable Indian sounding name, is a prairie village on Hog Prairie. It is the point of junction of the New Albany and Salem Railroad, which runs northward to Michigan City, and southward to New Albany. Roselle is about one mile south of Wanatah on the N. A. & S. Railroad.

Still running on prairies, reach, after a travel of nine miles,

PITTSBURG 424. **VALPARAISO.** CHICAGO 43.

The town lies about one-eighth of a mile north of the Railroad, and is

concealed from view by a wooded eminence, on the slope of which several handsome residences, and a steam saw and grist mill are located. It is the capital of Porter County, Indiana, and is on Salt Creek, a tributary of Deep River. The population is about two thousand. It contains five churches, (two are small, but have room to grow) two editorial establishments (Democrat and Republican,) eight dry goods stores, six groceries, two drug stores, four shoe shops, two saddlers, one book store, three hardware, two foundries, five smiths and carriage shops, three hotels, one brewery, one steam flouring and saw mill in town, two mills within sight, one college (just opened,) four school houses, two more under construction, and one high school.

Prairie land nearly the whole distance between Valparaiso and Chicago, (forty-three miles.)

The minor stations may be enumerated as follows:

Valparaiso,	Pittsburg,	424	miles.	Chicago,	43	miles.
Hobart,	"	434	"	"	33	"
Clarke,	"	443	"	"	24	"
Ainesworth,	"	454	"	"	13	"
Rock Island Junction,	"	459	"	"	8	"
Chicago,	"	467	"			

Hobart, is nearly on the line separating Porter County (on the east,) from Lake County, (on the west.) It, in common with other towns along the road in this section, is a grain shipping point. Deep River, which flows northward into the Calumet River, is crossed just west of it.

The first view which the westward bound traveller obtains of Lake Michigan, is about fifteen miles east of Chicago, near a small Station, called Robertsdale. This is also the crossing point of the line separating Illinois from Indiana.

Ainesworth, is thirteen miles from Chicago, near the lake shore. Rock Island Junction, is in Lake Township, Cook County, somelittle distance from the lake. Between this place and Chicago, the Railroad runs nearly north and south. The Illinois Central Railroad is seen between the Pittsburg, Fort Wayne and Chicago track, and the shore of the "Great Inland Sea."

PITTSBURG 467.

CHICAGO.

A City, which could have been produced in no place but America. Less than thirty years ago, the Pottawatomie Indians stood at the mouth of Chicago River, and claimed the prairie lands upon its banks and upon the lake shore, as their own. The peculiar situation of the "Garden City" of the west, favored it from the onset, and the influx of emigration

CHICAGO

from the east, besides attracting many substantial citizens, brought a class of men, whose aims were no higher than those of mere speculators. After a season of wild excitement and inflation, sober sense, assisted by a few pecuniary rebuffs, ascertained that the "ultimate destiny" of Chicago, was to be the grand centre *depot* of the States of the northwest, and that the struggle to attain wealth and position in a moment, was vain and futile. From this era, dates the permanent prosperity of the place. Greater attention was paid to local improvements, and mercantile and commercial establishments, regulating their affairs, were founded upon a surer basis.

Chicago, is at the southwestern extremity of Lake Michigan, at the mouth of Chicago River. The river flows through the City, and is navigable for two or three miles from the lake, for vessels of ordinary size. Upon the map, which accompanies this work, its course is perceptible.

The want of stone for paving, has been a drawback to the appearance of Chicago. For building purposes, fine material has been brought from Joliet and other places, and brick from Milwaukie. "Blocks" of iron and stone are almost as common as in the eastern cities, but the expense of their construction is heavy. The finer buildings will be found enumerated in the table which we shall give. In reference to this matter, a recent writer says:

I never saw a City built up with so little regard to expense as Chicago, now styled the "Gem of the Lakes." Its extravagance is almost beyond computation. The private establishments on the lake are specimens not only of great architectural ability, but the manner in which the plans of the projectors are carried out, would swamp the staunchest craft that ever floated on the sea of speculation. The Michigan Central Railroad, runs from the Chicago depot some distance from, and parallel with the lake shore for several miles, thus making a splendid race course for a pleasure sail, and the wind being almost invariably off the lake, insures a good "laying" breeze either way, while the piling outside the railroad keeps off the immense waves and swell, from the shore and the sailing ground.

"It is useless to speculate on the future of this wonderful entrepot of commerce of the great West. When Missouri, Iowa, Wisconsin and Kansas have been more thoroughly settled, and their agricultural productions passing up the Mississippi and across the short railroad communications to the Lake navigation at Chicago, shall contribute still further to swell its exports, it would seem as if new channels must be opened for their disposal; and almost that the lakes themselves could hardly suffice for the commerce of this port."

BUILDINGS &C., OF SPECIAL INTEREST.

Custom House, 13 La Salle street.
New Custom House and Post Office, Dearborn and Madison streets. Four story building of Joliet stone.
Board of Trade Building, La Salle and South Water streets.
Second Presbyterian Church, Wabash avenue and Washington streets. A building of variegated stone.
Birch's Iron Front Block, on Lake st.
Bryant's Marble Block, Dearborn and Washington streets.
Marine Hospital, near Richmond House, on River street.
Iron Front Square, Lake street, between Michigan avenue and State street.
North Side Reservoir, Chicago avenue and Sedgwick street
Chicago Water Works, Chicago avenue and Sand street.
Catholic Cathedral (Gothic, stone,) Cass and Superior streets
Bishop's Palace, Michigan avenue and Madison street.
Marble Rows, on Michigan avenue.
Larman Block, Washington and Clark sts.
Merchant's Exchange.
Post Office, Clark, between Lake and West Randolph streets.
Court House.
Medical College.
South Side Reservoir, Adams street, between Wells and Clark streets.
Chicago University, at Cottage Grove.
Reform School, Cottage Grove, (near.)
Gas Works, Monroe, between Market and Wells streets.
Armory, Adams street, between Market and Wells streets.
Lloyd's Brick Block, on Market and Randolph streets.
Linn's Iron Front Block, Randolph and Wells streets.
Link's Building (Iron Front,) Lake and La Salle streets.
Marine Bank (Joliet stone,) Lake and La Salle streets.
Chicago High School (Joliet stone,) Monroe street.
West Division Reservoir, Monroe street.
Nunnery, near Twelfth street and Blue Island avenue.

RAILROAD PASSENGER DEPOTS.

Chicago and Milwaukee, N. Branch, N. W. corner of Kinzie street.
Rock Island and Peoria, Sherman and Van Buren streets.
St. Paul and Fond Du Lac, Kinzie and West Water streets.
Burlington and Quincy, Union Depot, foot of Lake street.
Galena and Chicago Union, N. Wells, corner North Water, and Union Depot, foot of Lake street.
Illinois Central Railroad, foot of South Water street.
Michigan Southern, Van Buren and Sherman streets.
Michigan Central, Union Depot, foot of Lake street.
Chicago, Alton and St. Louis, Canal and Van Buren streets.
Pittsburg, Fort Wayne and Chicago, Canal and Van Buren streets.

TELEGRAPH COMPANIES.

Illinois and Mississippi, 11 South La Salle street.
Western Union Co., 11 South La Salle st.

THEATRES.

McVicar's Theatre, Madison between State and Dearborn.
North's Amphitheatre, Monroe between Clark and Wells.
German Theatre, North Wells and Indiana streets.

CEMETERIES.

City Cemetery, on Green Bay Road, between Asylum Place and North av.
Rose Hill Cemetery, Green Bay Road, six and a half miles from City.
Catholic Cemetery, Wolcott street, between Church and North avenue.

PUBLIC HALLS.

German Hall, Indiana and North Wells streets.
Light Guard Hall, State and Randolph streets.
Kinzie's street Hall, Kinzie street, near north Clark.
Masonic Temple Hall, Dearborn near Washington street.
Mechanic's Institute Hall, Washington and Clark streets,
Metropolitan Hall, Randolph and La Salle streets.
Odd Fellows' Hall, 116 and 118 Randolph street.
Sons' Hall, West Randolph and Clinton streets.
Turners' Hall, 14 Griswold street.

West Market Hall, Randolph street, near Des Plaines.
Warner's Hall, 122 and 124 Randolph st.

PROMINENT DAILY NEWSPAPERS.

Chicago Press and Tribune, 51 South Clark street.
Daily Chicago Times, 110 South Dearborn street.
Daily Democrat, 45 South La Salle st.
Evening Journal, 50 South Dearborn st.
Daily Herald, South Clark and Washington streets.
Morning Bulletin, 15 Larman Block.
National Democrat, (German) 240 Randolph street.
Staats Zeitung, (German) 12 South Wells street.
Chicago Express, 98 Lake street.

LIBRARIES.

Free Library, open daily, New Jerusalem Church, North Reuben street, near West Chicago avenue.
Law Institute Library.
Library of Historical Society, Kinzie and North Wells street.
Library of Mechanic's Institute, Wabash and Clark streets.
New Church Library, (free) 61 Adams street.
Young Men's Christian Association, South Dearborn street, and Washington.

CHURCHES.

Episcopal.

Christ's Church, Carville.
Church of Ascension, Oak and Wells st.
Church of Atonement, W. Washington and Peoria.
St Augarius, (Swedish) Indiana and Franklin.
Holy Communion, Wabash Avenue and Randolph street.
Grace Church. Wabash avenue and Peck's Court.
St. James, Cass and Huron streets.
St. John's West Lake, Union Park.
Trinity, Madison near Clark.

Lutheran.

First English Evangelical Lutheran, Monroe street near Clark.
Immanuel's Church, Twelfth street near Blue Island avenue.
Norwegian Evangelical, N. Franklin and Erie.
St. Paul's German Evangelical, Indiana near New Wells.
St. Paul's (German,) Ohio and La Salle.
Swedish Evangelical, Superior near La Salle.

Methodist Episcopal.

Clark street, Washington and Clark.
German Methodist, Clybourne avenue near Eastman.
First German Methodist, Clybourne avenue near Divison,
German Society of M. E. Church, W. Harrison and Aberdeen.
Indiana street near North.
Jefferson street between Washington and Madison.
Methodist, Indiana near Ringold avenue.
" N. Peoria and Fulton.
Owen street near Sangamon.
Sedgwick street, on 8th street near North avenue.
South Chicago, (German,) Van Buren near Clark.
South Des Plaines, 241 and 243 South Des Plaines street.
Swedish M. E., Illinois street near N. Market.
Wabash avenue, corner of Harrison.
Wesley Chapel.
Welsh Calvin, Methodist. N. Des Plaines near Lake street.

Presbyterian.

Old School, Washington and Jefferson.
First Church, Wabash avenue near Congiers.
North Church, (Old School,) Illinois and Wolcott
Olivet Presbyterian, Wabash avenue and 12th street.
Second Church, Wabash avenue and Washington.
South Church (Old School,) Edina place and Jackson street.
Third Presbyterian, West Washington and Carpenter.
Westminster, Dearborn st., and Ontario.
Reformed Scotch, Fulton near Clinton.

Roman Catholic.

Church of Holy Trinity, 11th street between Austin and May.
Church of Holy Name, Wolcott street, and Chicago avenue.
St. Frances, (German,) Clinton and Mather.
St. Joseph's (German,) Chicago avenue and Cass street.
St. Louis, Polk and Sherman.
St. Mary's, Wabash avenue and Madison.
St. Michael's, (German,) North avenue.
St. Patrick's, Des Plaines and Adams.
St. Peter's, (German,) South Clark and Polk.

Unitarian.

St. Paul's, Wabash avenue and Van Buren street.

Baptist.

Berean, De Koven street near South Des Plaines.
Edina Place, Edina Place and Harrison.
First Baptist Church, Wabash, corner S. La Salle street.
North Baptist Church, Dearborn and Ohio streets.
Tabernacle Baptist Church, Des Plaines near Madison street.
Union Park, Baptist Church, Lake street near Union Park.
Zoar Baptist Church, Buffalo and Taylor streets.

Congregational.

Edward's Chapel, Des Plaines and Harrison streets.
First, S. Green and West Washington st
New England, Indiana and Wolcott sts.
Plymouth, Edina Place and Van Buren streets.
Salem, Cleaverville.
South, Rio Grande street, and Calumet avenue.

Reformed Dutch.

First Church, Foster street near Polk.
Second Church, Monroe and Sangamon streets.

CHICAGO HACK ORDINANCE.

For conveying a passenger, not exceeding a mile, fifty cents.

For every additional passenger of the same family or party, twenty-five cents.

For conveying a passenger any distance over a mile, and less than two miles, one dollar. For each additional passenger of the same family or party, twenty-five cents.

For conveying a passenger any distance in said city exceeding two miles, one dollar and fifty cents. For each additional passenger of the same family or party, when the same distance is over two miles, fifty cents.

For conveying children between five and fourteen years of age, half of the above prices may be charged, for like distances; but for children under five years of age, no charge shall be made; *Provided*, That the distance from any railroad depot, steamboat landing or hotel shall in all cases be estimated as not exceeding one mile.

For the use by the day of any hackney coach, or other vehicle drawn by two horses or other animals, with one or more passengers, six dollars.

For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, as follows: For the first hour, one dollar and fifty cents; for the second hour, seventy-five cents; for each succeeding hour, fifty cents.

For the use of any cab or vehicle by the hour, drawn by one horse or other animal, with the privilege of going from place to place, with one or more passengers, and stopping when required: For the first hour, one dollar; for the second hour, fifty cents; for the third hour, thirty cents. For the use of any such carriage by the day, four dollars.

Every passenger shall be allowed to have conveyed upon such vehicle, without charge, his ordinary travelling baggage, not exceeding, in any case, one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight or baggage is over one hundred pounds, if conveyed to any place within the city limits, the owner or driver shall be permitted to charge fifteen cents.

NOTICE.—For valuable assistance in the compilation of this work, the publisher desires to return thanks to many friends, particularly to the leading officers of the three Railroads of the Great Central Line, and to a number of their agents.

To the public, the work is given in the hope and belief that it will answer every designed purpose. In the preparation of a book containing descriptions of nearly two hundred cities and towns, on an iron chain nine hundred miles in length, it is not improbable that some unimportant error or omissions may have occurred. Suffice it to say, that no stone has been left unturned to obtain *correct* and *reliable* information.

CHICAGO
LAKE MICHIGAN
CHICAGO CEMETERY
Green Bay Avenue
CATHOLIC CEM
WATER WORKS
ILL. MICH. CEN. DEPOTS
Douglass Avenue
Wentworth Av.
Halsted
Archer Road
HORSE RAIL ROAD

CAMDEN AND AMBOY RAILROAD.

E. A. Stevens, *President, New York.* W. H. Gatzmer, *General Agent, Philadelphia.* Ira Bliss, *Agent, New York.* R. S. Van Rennsalaer, *Superintendent.* S. V. Bayard, *Secretary.*

The Camden and Amboy Railroad Company, first organized in the year 1830, now controls one of the most important iron links in the United States. The main line of the Road, extending from Camden to South Amboy (sixty miles, sixty-seven chains) was opened for public travel on July 6, 1831, at an estimated cost of $4,327,498. In 1839, a branch, six and a half miles in length, connecting Bordentown (on the main line) with Trenton, was completed, and, on November 30, 1840, this was still further extended, so as to include the entire distance between Trenton and New Brunswick, (twenty-six miles.) The last mentioned improvement cost nearly $600,000. The first President of the Company was Robert L. Stevens, and the leading spirits of the enterprise were R L. Stevens, E. A. Stevens, and John Stevens.

It would be absurd, at this late day, to demonstrate the advantages which the Camden and Amboy Railroad, from its location, must ever possess over competing lines, whether projected or constructed. The immense passenger and freight business between the two largest cities of the Atlantic seaboard, will prove a source of profit as long as those cities exist. An additional revenue is about to be derived from the transportation of Anthracite Coal, arrangements having been made for the establishment of coal depots at South Amboy. Cars, freighted with the "black diamonds," will leave Easton and the Lehigh regions, descend the Belvidere Delaware Railroad, cross New Jersey on the Camden and Amboy, and pour their contents into vessels, at the wharves on New York Bay. The grades from the coal region are in favor of the trade, and the shipping facilities at the Bay cannot be surpassed.

The present management of the Camden and Amboy Railroad is as strict as it is fearless and impartial. Satisfied that the welfare of a corporation is to be promoted only by thorough discipline among subordinates, and that the safety of travellers is insured by the employment of competent assistants, the Directors have built up an organization which, in this era, may stand as a *model.* That censure and vituperation have been sometimes encountered, is not surprising. No association of capitalists was ever yet formed, which was not decried as a "monopoly" by those whose conflicting interests led them to adopt such a course. The State of New Jersey, and the Camden and Amboy Company, have received abuse without stint, by those who charge them with combining to extort

a "tax" from travellers passing through the Commonwealth between New York and Philadelphia. The allegation displays the ignorance of its originators. No tax is levied upon travellers; but by an agreement between the State and the Company, the latter pays a certain sum annually. This sum is in *lieu* of the half per cent. which it is customary for the Commonwealth to charge on the capital stock of corporations whose dividends reach seven per cent. The whole matter is one between the two contracting parties; and the rates of passenger fare are no more influenced by the payment, than they are by the payment of bills for cord-wood used upon the road, or the amounts disbursed for salaries.

In connection with their Railroad trains, the Camden and Amboy Company own and run first class steamboats on the Delaware River, (between Philadelphia and Bordentown,) and on the Bay of New York, between South Amboy and the "Empire City." The cars of the "through" trains, making direct connections between New York, Philadelphia, Pittsburg and the Great West and Southwest, run by way of Camden, Bordentown, Trenton, New Brunswick and Jersey City, using the track of the "New Jersey Railroad," between New Brunswick and Jersey City. Other trains between New York and Philadelphia go by way of Camden, Bordentown, and South Amboy, the passengers taking steamboat between the last-named place and New York.

PENNSYLVANIA CENTRAL RAILROAD.

J. Edgar Thomson, *President.* Wm. B. Foster, Jr., *Vice-President.* T. A. Scott, Esq., *General Superintendent, Altoona.* Edmund Smith, *Secretary.* L. L. Houpt, *General Ticket Agent.* G. C. Franciscus, *Superintendent of Philadelphia Division.* A. L. Roumford, Esq., *Superintendent of Eastern Division.* A. Carnagie, *Superintendent of Western Division*

This immense work, first projected in 1838, and commenced in 1846, originally extended between Harrisburg and Pittsburg, a distance of two hundred and forty-eight miles. In 1857, the corporation purchased from the State, the double-track Railroad extending from Philadelphia to Dillerville and Columbia, for the sum of seven million, five hundred thousand dollars. The intermediate portion between Dillerville and Harrisburg (thirty-six miles) is still owned by the Harrisburg, Mount Joy and Lancaster Railroad Company, but is leased by the Pennsylvania Central, on favorable terms.

"The Pennsylvania Railroad is a very important link in the chain which binds, by a direct connection, the eastern or Atlantic cities with those situated on the Ohio and Mississippi. Taking Boston and New York as

points of departure for the West, say for Cincinnati, as a central point, the traveller saves in distance, in time, and in expense, one day's journey by this road. If he wish to approach any city in the West by *a direct line* from these points, he must go through the territory of Pennsylvania. He can travel, it is true, by the New York and Erie, and by the Central, but these are *circuitous routes to the West.* Their direction is to the Lakes, and they lie on a circumference line, while the Pennsylvania Railroad is on a diameter line."

The policy of the President and Managers of the Pennsylvania Central Railroad has been a liberal one. Their efforts have been directed not only to the immediate prosperity of the corporation, but to its future success. Considering their work as the great artery of the Railroad System of the West, they have extended a helping hand to such of their connections as seemed likely to become contributing channels of trade. The interests of the City of Philadelphia, a large stockholder, have never been neglected.

The efficient working of every department of the Road is owing to one fact, viz.: that the executive officers are *practical men,* having a direct interest, by their capital, in the success of the enterprise. Years ago, the President, J. Edgar Thomson, energetically aided the project, and surveyed the line, assisted in the undertaking by the Vice-President, Wm. B. Foster, Jr. The ascent of the Allegheny Mountains is an undying record of engineering abilities. Having thus become thoroughly familiar with the sources of local trade, the requirements of different sections, the prospects of the corporation, and the details of its pecuniary condition—they now guide and direct the vast machinery with a regularity and system which no theoretical financier, acting as the agent of remote English capitalists, could hope to attain. With these facts in view, the success of the Great Pennsylvania Central Railroad is no mystery.

PITTSBURG, FORT WAYNE, AND CHICAGO RAILROAD.

J. Edgar Thomson, *President, Philadelphia.* T. Haskins Du Puy, *Acting-President, Pittsburg.* Jno. B. Anderson, *General Superintendent, Chicago.* Joseph H. Moore, *Superintendent of Eastern Division, Crestline.* J. N. Dubarry, *Superintendent of Western Division.* A. Adams Bean, *Master of Transportation.* Jno. J. Houston, *General Freight and Passenger Agent, Pittsburg.*

The Pittsburg, Fort Wayne and Chicago Railroad was formed by the consolidation of three Companies, viz.:

Ohio and Pennsylvania Railroad,	extending	from	Pittsburg	to Crestline, Ohio.
Ohio and Indiana	"	"	"	Crestline to Fort Wayne, Ind.
Fort Wayne and Chicago	"	"	"	Fort Wayne to Chicago, Illinois.

The consolidation was effected by agreement of the Directors of the three Companies on May 6th, 1856, although the organization of the new corporation was not perfected until the 1st day of August, 1856.

The Ohio and Pennsylvania Railroad was opened to Crestline on April 11th, 1853.
The Ohio and Indiana " " Fort Wayne on Nov. 1, 1854.
The Fort Wayne and Chicago " " Chicago in December, 1858.

A glance at the map will show the observer that the Pittsburg, Fort Wayne, and Chicago Railroad in on the direct line between Chicago and the principal cities of the Atlantic seaboard. The country tributary to it has an area of over twelve thousand square miles, and, exclusive of the through traffic, the local business between the cities and towns on the route through Ohio, Indiana, and Illinois, is immense. The connections at different points lead by the shortest roads to St. Louis, Cleveland, Indianapolis, and prominent points in the great West, Northwest and Southeast.

The government of the Road is organized upon the same basis as the Pennsylvania Central Railroad, the most stringent rules being in force for the security of travellers, and the guidance of employees.

The Acting President, T. Haskins Du Puy, resides at Pittsburg, and overlooks the operations of the entire line. The office of the General Superintendent, J. B. Anderson, is at Chicago. An efficient supervision of the road is thus maintained.

A "SENSATION" RIDE ON A LOCOMOTIVE.

By Ernest C. Wallace.

For sixty miles I lived a life as sublime as Æschylus; my sensations were as grand as Keats's must have been when he wrote Hyperion, which Byron spoke of as "grand as the antique gods." The power of the locomotive is communicated to the rider, and he feels as if it was *his* will that drove that monster of iron and brass and fire and breath-like steam along on its terrible course. The air rushes back cloven and riven in twain: the jar of the wheels runs through you like the tremendous harmony of a Northman's Battle-Saga; the track stretches ahead in the evening sunlight in two lines of molten silver, and you feel as if you were own brother to the infolding mountains along whose feet and over whose shoulders you rush. The Juniata rolls its waves back from you; the very clouds of gold seem left behind; the immeasurable lines of sunlight lying softly on the green mountain sides, cross and intertwist as you dash around the curves. When the whistle blows, you bite your cigar in twain; the sound thrills through teeth and throat, and breast and heart, till your very fingertips and toes tingle. The universe stands aside to let you tremble past. Yes! every thing, brute and human, *except the pigs!* We would hurtle

past stations and cars and men and horses; but, lo! when a pig saw us coming, it would just quietly walk across the track as if it saw an ear of corn on the other side, and though not very hungry, was willing to try and eat it. Here was a tremendous, crushing Death hurtling towards the hogs, at the rate of sixty feet in every momentous second of time, yet so utterly devoid of sentient being were the pigs, that we never startled them! O! what picture of us mortals, grubbing away in stupid mundane affairs, while

"O'er the stormy main,
God's chartered judgments walk for evermore."

—Thunder does not startle us and lightning fails to lift our eyes.

Crossing a bridge was like plunging, wide-eyed, into the gulf between Time and Eternity, and when clear across, you feel safe as if in the streets of Paradise, with the pearly gates clanging shut to keep out the hosts of Satan.

Away ahead you saw the flagman, a blue flag denoting the proximity of a bridge, a white one showing the clearness of the track. No two flagmen held the signal alike; one bore it aloft like a banner; another drooped it on the ground; a third shouldered it, while a fourth waved it around his head like an oriflamme.

When Longbridge's brake was put on, it drew the train up like a bit in a horse's mouth. The way it works is this:—A lever, moved as easily as a pen in the hand of a ready writer, being pressed throws a small wheel against the driving wheel of the locomotive. That wheel's axle has a chain attached, which when the wheel turns, winds up, as quick as thought. The chain being attached to every break on the cars, the train is instantly under control. The faster the driving wheel is going, the faster the chain winds up. As the lever is right at the engineer's hand, of course he can stop the train almost instantaneously. We believe that this splendid brake is in use on all the trains on the Pennsylvania Central.

And it will be easy for the reader to believe that while blazing along this way, we were grateful for a track without a flaw, for a succession of bridges as solid as the rock-ribbed hills, for flagmen at every curve of any deflection, no matter how slight. With the intensely microscopic eye which the occasion instantly furnished me, I watched the track, and never saw a speck, a flaw, or a defect for sixty miles, and in the wild fancies which titanically whirled through my brain, I saw Mr. Thomas A. Scott, the Superintendent of the Road, as some almost omniscient Genius, whose thoughts were gliding along every rail which rose up ahead of the engine. I fancied that if the quiet stars looked down upon half an inch of broken flange on the most desolate mile on top of the Alleghenies, his thoughts would be there to fix it, ahead of the next train!

But let me dismount from Pegasus, (as from the engine,) to say that from Conestoga bridge to where we left the Conemaugh, the closest inspection but convinced me still more firmly, that no human foresight could make a railroad more safe and sure than the Pennsylvania Central is to-day. Celerity, order, common sense, care, were apparent everywhere; the eye of the Superintendent and his Assistants seemed to be upon every thing.

RAILROAD DISTANCES.

Ohio and Mississippi Railroad.

Cincinnati.
Storrs, 2
Cullums, 5
Delhi, 10
North Bend, 14
I. & C. R.R. Jun. 21
Lawrenceb'g, 21
Aurora, 25
Cochran, 27
Dillsborough, 33
Moore's Hill, 40
Milan, 42
Pierceville, 45
Delaware, 47
Osgood, 52
Poston, 56
Holton, 58
Nebraska, 62
Butlerville, 66
N. Vernon, 73
Hardenbergh, 79
Seymour, 87
Brownstown, 98
Velonia, 101
Medora, 106
Fort Ritner, 114
Scottville, 121
Mitchell, 127
Georgia, 132
Willow Valley, 142
Shoals, 150
Loogootee, 158
Washington, 173
Jun. E & C R R. 191
Vincennes, 192
Lawrenceville, 201
Bridgeport, 206
Sumner, 211
Hadley, 213
Claremont, 217
Olney, 223
Noble, 231
Clay City, 238
Flora, 245
Xenia, 253
Middleton, 260
Salem, 269
Odin, 275
Sandoval, 279
Carlyle, 293
Breese, 301
Trenton, 310
Summerfield, 313
Lebanon, 316
O'Fallon, 322
Caseyville, 331
E. St. Louis, 340

Columbus and Indianapolis Railroad.

Columbus.
Hilliard's, 10
Pleasant Valley, 17
Unionville, 22
Robinson's,
Milford, 27
Woodstock, 32
Cable, 38
Urbana, 46
Westville, 50
St. Paris, 57
Lena,
Conover, 62
Fletcher, 65
Piqua, 72
Covington, 78
Gettysburg, 85
New Harrison, 87
Stelvideo, 89
Hunter's, 93
Woodington, 96
Union City, 102
Indianapolis.

St. Louis, Alton & Chicago Railroad.

E. St. Louis.
Alton, 25
Monticello, 29
Brighton, 36
Providence, 39
Shipman, 44
Plainview, 48
Carlinville, 59
Nilwood, 68
Girard, 71
Virden, 75
Auburn, 81
Chatham, 87
Wood Side, 91
G. W. R. R. Jun. 95
Springfield, 97
Sangamon 102
Williamsville, 109
Elkhart, 115
Broadwell, 120
Lincoln, 126
Lawn Dale, 132
Atlanta, 136
McLean, 141
Shirley, 150
Bloomington, 157
I. C. R. R. Jun. 159
Towanda, 166
Lexington, 174
Peoria Junc., 181
Pontiac, 192
Odell, 203
Dwight, 211
Gardner, 219
Wilmington, 230
Elwood, 237
Joliet, 245
Lockport, 249
Athens, 257
Bridgeport, 278
Chicago, 281

Sandusky, Mansfield & Newark Railroad.

Sandusky.
Monroeville, 15
Havana, 23
Centreville, 27
Plymouth, 34
Shelby Junction, 42
Mansfield, 54
Lexington, 63
Belleville, 68
Independence, 74
Frederick, 84
Mt. Vernon, 91
Utica, 102
Newark, 116

Toledo, Wabash, and Western Railroad.

Toledo.
Maumee City, 9
Whitehouse, 17
Washington, 26
Napoleon, 36
Adams, 42
Defiance, 51
Emerald, 61
Antwerp, 72
State Line, 80
New Havan, 88
Fort Wayne, 94
Roanoke, 110
Mahon, 111
Huntington, 118
Antioch, 124
Lagro, 131
Wabash, 136
Peru, 150
New Waverly, 158
Logansport, 166
Clymers, 170
Rockfield, 180
Delphi, 187
Buck Creek, 195
Lafayette, 203
Wea, W. S., 210
West Point, 212
Nebraska, 217
Independence, 219
Attica, 224
Williamsport, 227
West Lebanon, 232
Marshfield, 236
State Line, 243

Cleveland, Columbus and Cincinnati Railroad.

Cleveland.
Mahoning Bridge.
Berea, 13
Olmstead, 15
Columbia, 19
Grafton, 25
La Grange, 29
Wellington, 36
Rochester, 42
New London, 47
Greenwich, 55
Salem, 61
Shelby, 67
Crestline, 75
Galion, 80
Iberia, 85
Gilead, 93
Cardington, 97
Ashley, 104
Eden, 108
Delaware, 114
Berlin, 115
Lewis Centre, 119
Orange, 121
Worthington, 126
Columbus, 135
Cincinnati, 255

Little Miami and Columbus and Xenia Railroad.

Cincinnati.
Engine House, 3
Plainville, 9
Milford, 14
Miamiville, 17

Branch Hill.
Loveland, 23
Foster's, 27
Deerfield, 32
Morrow, 36
Fort Ancient, 41
Freeport, 45
Corwin, 51
Claysville, 54
Spring Valley, 58
Arr. Xenia, 65
Xenia, 65
Yellow Springs, 75
Springfield, 84
L've Xenia, Arr.
Cedarville, 73
Selma, 79
So. Charleston, 84
Florence, 90
London, 95
Glade Run, 101
West Jefferson, 106
Alton. 114
Columbus, 120

Chicago and Milwaukee R. R.

Chicago.
Chittenden, 7
Evanston, 12
Wynetka, 16
Glencoe, 19
Highland Park, 23
Rockland, 30
Waukegan, 35
State Line, 45
Kenosha, 51
Racine, 61
County Line, 70
Oak Creek, 75
Milwaukee, 85

Central Ohio Railroad.

Columbus.
Taylor's, 8
Black Lick, 10
Columbia, 16
Pataskala, 17
Kirkersville, 22
Union, 27
Newark, 33
Clay Lick, 39
Black Hand, 44
Claypool's, 47
Pleasant Valley, 50
Dillon's Falls, 55
A. Zanesville, 59
Coal Dale, 63
Sonora, 66
Norwich, 73
Concord, 76
Cassells, 81
Cambridge. 85
Campbells, 93
Gibson's, 96
Salesville, 100
Millwood, 102
Spencer's, 103
Barnesville, 110
Burr's Mill, 117
Belmont, 119
Lewis' Mill, 122
Glencoe, 128
Bellaire, 137
Wheeling, 141

Cincinnati Hamilton and Dayton Railroad.

Cincinnati.
Mill Creek, 1
Ernst's 2
Cumminsville. 5
Spring Grove, 7
Carthage, 10
Lockland, 12
Glendale, 15
Jone's, 19
Schenck's 25
Hamilton, 25
Overpeck's, 29
Busenbarck's, 31
Trenton, 33
Middletown, 37
Post Town, 40
Carlisle, 44
Miamisburg, 49
Carrolton, 52
Dayton. 60

Dayton and Michigan Railroad.

Dayton.
Johnson's, 7
National Road. 10
Tippecanoe, 14
Troy, 20
Peterson's 24
Piqua, 28
Sidney, 40
Careysville, 47
Botkins, 53
Wapakoneta, 60
Criderville, 66
Lima, 72

Pittsburg, Columbus, and Cincinnati Railroad.

Pittsburg.
Steubenville.
Steubenv'e Junc., 3
Gould's, 5
Smithfi'd Stat'n, 11
Skelley's, 16
Bloomfield, 18
Unionport, 20
Miller's, 23
Cadiz Junction, 25
Fairview, 29
New Market, 34
Mastersville, 37
Bowersville, 40
Philadelp'a R'd, 45
Urichsville, 50
Trenton, 53
Port Washing'n, 60
New Comerst'n, 67
Oxford, 70
La Fayette, 74
Coshocton, 81
Coalport, 86
Conesville, 87
Adams' Mills, 91
Dresden, 94
Frazeesburg, 100
Nashp't Road, 103
Hanover, 108
Montgomery's 112
Newark, 117
Columbus, 150

Springfield Mount Vernon & Pittsburg Railroad.

Springfield.
Wilson's, 8
Catawba, 12
Perrin's, 14
Mechanicsburg, 18
Irwin, 23
Milford Centre, 28
Marysville, 33
Dover, 37
Ostrander, 41
Sulph'r Springs, 44
Delaware, 50

Pittsb'g & Cleveland Railroad.

Cleveland.
Newburg, 8
Bedford, 14
Macedonia, 19
Hudson, 26
Earlville, 32
Ravenna, 38
Rootstown, 42
Atwater, 48
Lima, 51
Alliance, 56
Winchester, 63
Moultrie. 66
Bayard, 69
East Rochester, 71
Hanover, 75
Summitville, 81
Salineville, 86
New Salisbury, 92
Hammondsville, 95
Yellow Creek, 98
Wellsville, 101
Liverpool, 106
Smith's Ferry, 111
Industry, 116
Rochester, 124
Pittsburg, 150

Cincinnati, Wilmington and Zanesville R. R.

Cincinnati.
Morrow, 36
Clarkesville, 44
Wilmington, 55
Wilson's 60
Sabina, 66
Jasper's Mills. 72
Washington, 77
New Holland, 87
Williamsport, 92
Yellow Bird, 97
Circleville, 103
Stout's, 110
Amanda, 115
Lancaster, 125
Bremen, 134
Wolf's, 141
New Lexingt'n, 152
McLuney, 152
Roseville, 157
Zanesville, 168
Bellaire.

Cleveland, Zanesville and Cincinnati Railroad.

Cleveland.
Hudson, 26
Cuyahoga Falls, 34
Akron, 40
New Portage, 46

Clinton, 53
Marshallville, 59
Orville, 64
Apple Creek, 72
Fredericksburg, 78
Holmesville, 82
Millburg, 87

Indiana Central, and Dayton and Western Railroad.

Dayton.
Higgins, 7
Brookville, 14
Dodson, 16
Sonora, 22
Manchester, 26
Eldorado, 29
Brindley's 33
New Paris, 37
Richmond, 42
Centreville, 48
Germantown, 54
Cambridge, 56
Dublin, 58
Lewisville, 66
Coffin, 70
Ogden, 72
Raysville, 74
Knightstown, 75
Charlottesville, 80
Cleveland, 82
Greenfield, 89
Philadelphia, 93
Cumberland, 99
Indianapolis, 110

Terre Haute, Alton & St. Louis Railroad.

E. St. Louis.
Illinoistown, 1
Junction, 20
Alton, 24
Bunker Hill, 35
Gillespie, 45
Clyde, 50
Litchfield, 55
Butler, 62
Hillsboro' 66
Irving, 72
Nakomis 81
Rosamund, 90
Pana, 94
Tower Hill, 100
Shelbyville, 109
Thornton, 111
Windsor, 121
Summit, 127
Mattoon, 133
Charleston, 143
Ashmore, 152
Kansas, 156
Dudley, 161
Paris, 170
Terre Haute, 189

Terre Haute and Richmond R. R.

Terre Haute.
Wood's Mill, 8
Cloverland, 10
Staunton, 12
Brazil, 16
Eaglefield's, 22
Reel's, 25
Hamrick's, 29
Putnamville, 31
Greencastle, 34
Nicholsonville, 40
Coatesville, 44
Cincinnatus, 46
Amo, 48
Pecksburg, 50
Clayton, 52
Belleville, 54
Cartersburg, 56
Plainfield, 59
Bridgeport, 64
Indianapolis, 73

Philadelphia, Wilmington & Baltimore Railroad.

Philadelphia.
Chester, 15
Marcus Hook, 18
Bellview, 18
Wilmington, 28
Newport, 32
Staunton, 34
Newark, 40
Elkton, 46
Northeast, 52
Charlestown, 55
Principio, 59
Perryville, 61
Hav. de Grace, 62
Aberdeen, 67
Perryman's 71
Harewood, 84
Canton, 95
Baltimore, 98

Bellefontaine Line

Cleveland.
Crestline, 75
Galion, 4
Caledonia, 15
Marion, 24
Larue, 38
Mt. Victory, 46
Ridgeway, 49
Big Spring, 52
Rushsylvania, 55
Harper, 58
Bellefontaine, 64
De Graff, 74
Quincy, 77
Pemberton, 80
Sidney, 87
Hardin, 92
Loramie, 96
Houston, 97
Versailles, 105
Dallas, 113
Union, 122
Harrisville, 126
Winchester, 132
Farmland, 139
Morristown, 142
Smithfield, 146
Muncie, 152
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